JANUARY, 1960

THE Signalman's JOURNAL

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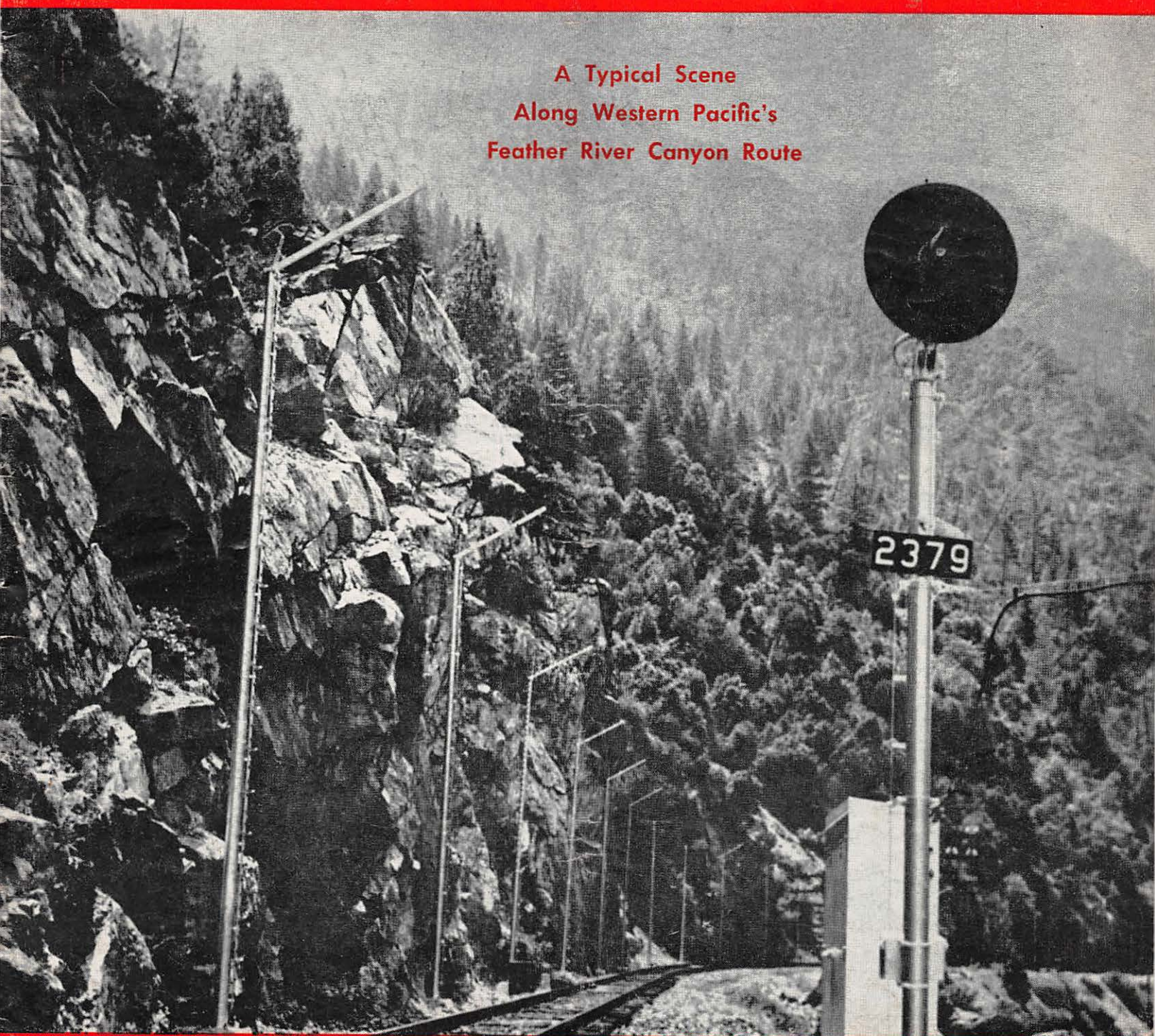

A Typical Scene
Along Western Pacific's
Feather River Canyon Route

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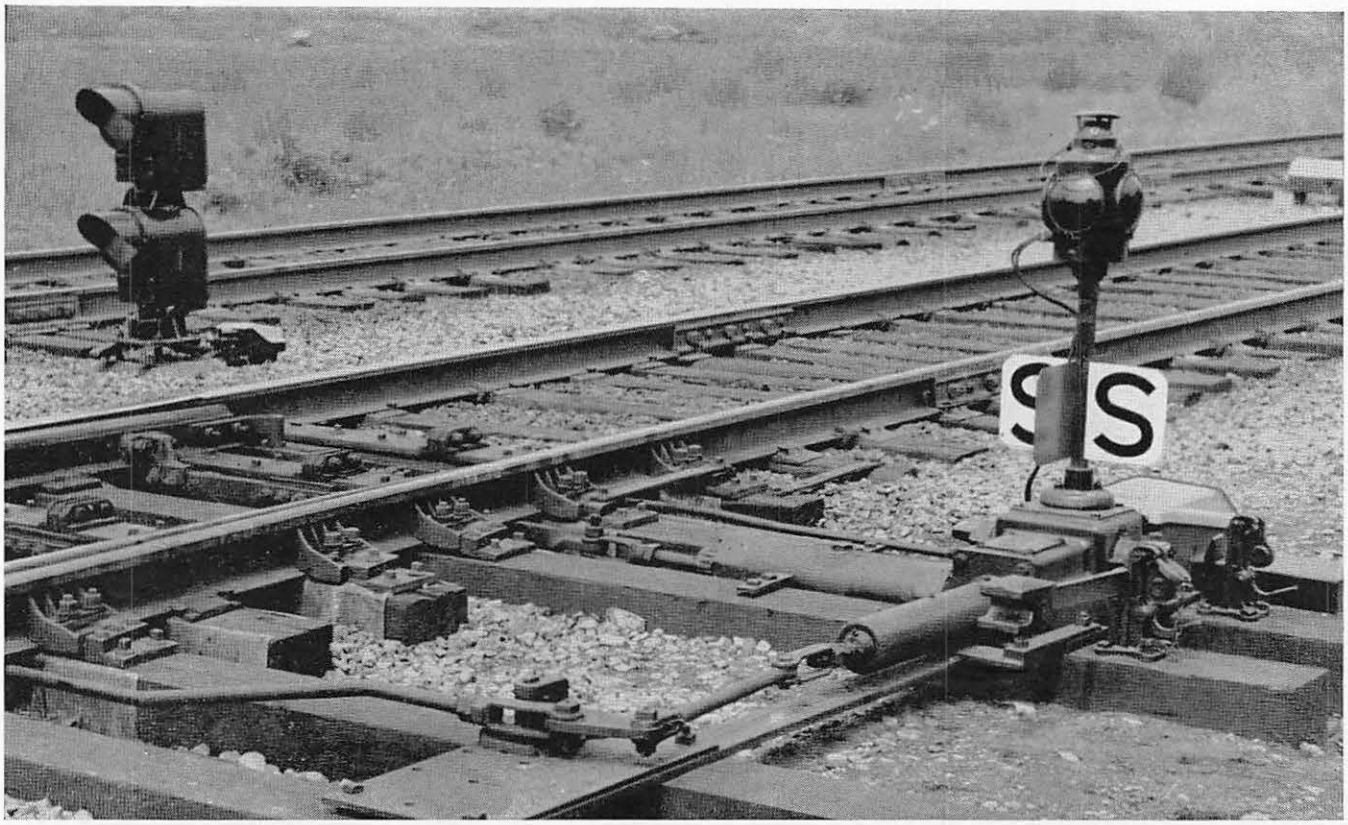
For Political Action • Page 10



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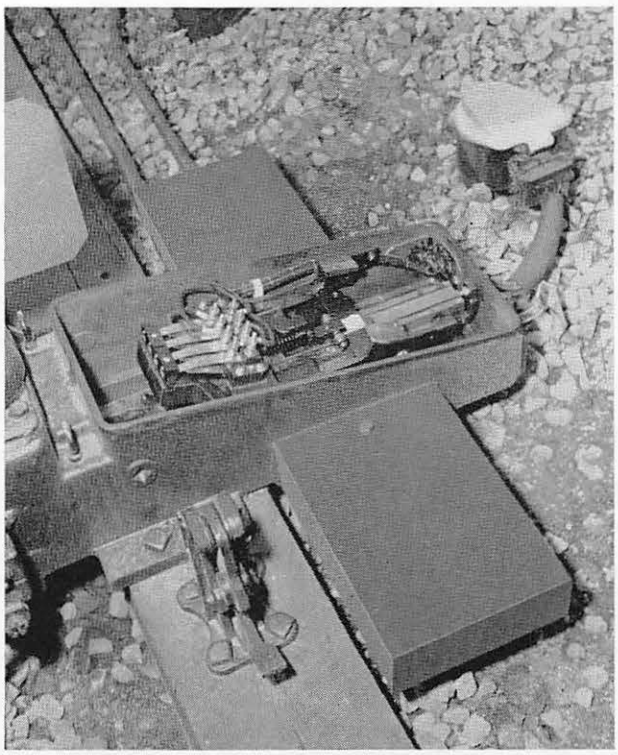

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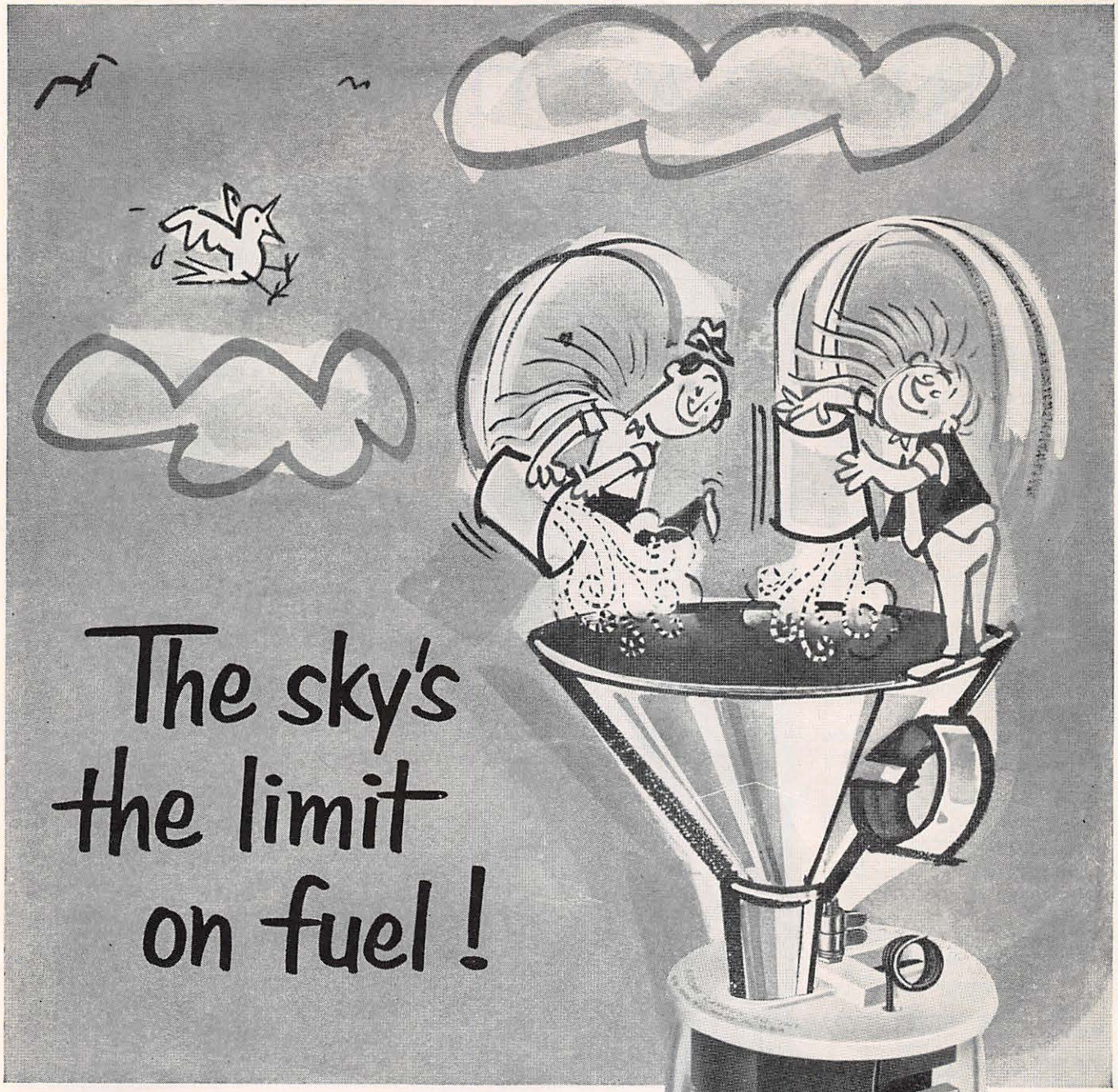

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OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

Paul T. Drummond, Editor and Manager
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INTERNATIONAL LABOR PRESS AFL-CIO ASSOCIATION

Paying Benefits For Unemployment

IN THE WINTER OF EACH year, many railroad employes, particularly those engaged in outdoor maintenance operations, are laid off because of seasonal curtailments in certain operations. Many of these employes are placed in other jobs. This is accomplished in great part through the Board's partnership plan, whereby railroad labor, management, and the Board cooperate to help laid-off railroad workers find suitable employment. However, until work can be found for them, it becomes necessary for many others to apply for unemployment benefits to help tide them over their period of joblessness.

The following questions and answers explain the conditions under which unemployment benefits can be paid, what steps an employe must take to file for them.

1. *How can I tell if I am a "qualified employe?"*

You are a "qualified employe" for railroad unemployment benefits if you earned at least $500 in creditable railroad earnings in 1958. Such earnings qualify you for the "benefit year" extending from July 1, 1959, through June 30, 1960. Earnings in 1959 will be the basis for normal benefits that will be payable in the period July 1, 1960, through June 30, 1961.

If you have 10 or more years of railroad service and are currently unemployed but not qualified for benefits until the following benefit year, you may be able to start the next benefit year early.

2. *If I meet the earnings requirement for unemployment benefits, under what conditions can I receive them?*

You must meet several requirements before you can be paid unemployment benefits. First, you must be unemployed and have no wages, salary, pay for time lost, vacation pay, or other remuneration for the days of unemployment you claim. Second, you must be able to work and be ready and willing to work. You can best demonstrate willingness to work by showing that you are actively seeking work, or that you have good prospects of going to work soon. Third, you must register with an unemployment claims agent.

3. *Who are unemployment claims agents?*

An unemployment claims agent is generally a railroad employe who has been appointed by his employer to take employes' applications and claims for benefits, and to transmit them to the Railroad Retirement Board. Foremen, supervisors, and station agents are very often unemployment claims agents.

4. *When should I register for unemployment benefits?*

You should register for unemployment benefits some time during the first week of your unemployment, but not later than the seventh day. If you apply later than the seventh day, you may lose some benefits. At the time of your first visit, your claims agent will set dates for later registrations.

5. *I understand it is advisable to bring my latest Form BA-6 with me the first time I register for benefits. Why is this?*

The first time you register in a benefit year you will be asked to fill out an *Application for Unemployment Benefits.* If your latest Form BA-6, *Certificate of Service Months and Compensation,* is attached to the application, it enables the Board's regional office to determine immediately if you are qualified for benefits, and helps to establish your benefit rate. This is because the Form BA-6 serves as an official record of your base-year earnings. Of course, your application for unemployment benefits will be accepted without a Form BA-6; however, a first claim can generally be handled more quickly if the earnings statement is attached.

6. *What are the conditions under which a qualified employe cannot receive benefits for days on which he is unemployed?*

An employe cannot receive unemployment benefits for a day with respect to which:

- He receives unemployment benefits or sickness benefits under any other law;
- He receives benefits under the Railroad Retirement Act, the Social Security Act, a State workmen's compensation law, except that unemployment benefits may be payable to the extent they exceed the other payments;
- He did not work because of mileage limitations or work restrictions in labor-management agreements or because he was standing by between regularly assigned trips;
- He was out on a strike begun in violation of the Railway Labor Act or of the established rules and practices of a labor organization of which he is a member.

7. *Under what conditions will an employe be disqualified for unemployment benefits?*

An employe will be disqualified for unemployment benefits for *30 days* if, without good cause, he leaves work voluntarily, fails to accept suitable work, or fails to apply for suitable work or to report to an employment office when instructed. He will be disqualified for *75 days* if he makes a false statement or claim to get benefits. In this case, a fine of up to $10,000 or imprisonment of up to 1 year, or both, may be imposed by a court if prosecution is warranted.

8. *I have heard that the 1959 amendments to the Railroad Unemployment Insurance Act contain a provision for extended unemployment benefits. When are these extended benefits payable?*

Extended unemployment benefits are payable to unemployed workers who have at least 10 years of railroad service, after exhaustion of current rights to normal unemployment benefits. Such an employe, if he did not quit his job voluntarily without good cause or voluntarily retire, may receive 65 days of extended benefits for unemployment in a period of 14 consecutive weeks starting with the first day of unemployment after he exhausts normal benefits. An employe with at least 15 years of service may receive 130 days of extended unemployment benefits in a period of 26 consecutive weeks.

9. *If I should become unemployed, will the Board help me to find another job?*

Yes. At the time you fill out an application for unemployment benefits, you will also complete a Form ES-1, *Application for Employment Service.* The Board will use the information on this form and other information obtained in interviews in a Board field office to refer you to any suitable work which may be available in the railroad industry or outside the railroad industry. Failure to accept suitable work may disqualify you from receiving benefits.

A New Year's Message

By Jesse Clark—President

AS WE ENTER THE NEW YEAR we should pause to examine the problems facing organized labor in general and our Brotherhood in particular.

First, our organization and all other factions of organized labor are faced with a coalition in Congress whose aim it is to destroy trade unions and return collective bargaining to the era of the company union.

To combat this unholy alliance it is necessary that every member of our Brotherhood register and vote in the upcoming elections for candidates who will back a progressive program in the interest of *all* people. Our union has consistently advocated a program which would benefit the *mass* of the American people rather than the selected few—those who would benefit from the program of the NAM and the Chamber of Commerce.

Next, we are faced with a problem which will determine whether or not we will remain as free nations. This problem is national defense. It is very important that our members contact their elected representatives in Congress and Parliament and demand that an adequate defense program be carried out by our nations.

Every nation is composed of a vast number of communities, and one of the greatest responsibilities of every union member is his individual contribution to the community in which he lives. I have always stressed the importance of our members taking an active part in community affairs. By this means we help to create a better general understanding of our organization.

Records prove that every worthwhile community project to advance the welfare of the public has received the whole-hearted support of labor organizations. As patriotic Americans and loyal trade unionists we should continue this program to the fullest extent possible.

Expanding Economy Ahead

We are facing an era when all indications are that our economy will continue to expand. To meet this expanded economy it is important that the nation's railroads keep pace with progress in order to furnish the traveling and shipping public adequate service to which it is entitled.

Your Brotherhood over the years has advocated a program designed to move the country's commerce and travelers with expediency and safety. We shall pursue this program with vigor throughout the year. To achieve this goal we shall, as in the past, back legislation on both a national and local level which will increase safety and stimulate business on the railroads.

Signaling Outlook Bright

Equipment orders placed by the carriers and applications made to the Interstate Commerce Commission to improve signal systems throughout the U.S. and Canada indicate that 1960 will be a good year for signaling. This is particularly heartening because modern signal facilities promote safety for our members and the general public.

One of the most important responsibilities of the railroads is its contribution to Commerce. We shall, during this year, fight for legislation and programs to increase this contribution. When this is done, the nation's national defense and economy will be strengthened. The carriers can achieve this goal in no better way than by the use of signals.

Collective Bargaining Picture

This year finds our Brotherhood, along with the other Standard Railroad Labor Organizations, seeking better wages and working conditions for our members. The carriers' attitude toward these improvements has been most discouraging. Instead of granting their employes improvements in line with those in other industries, the railroads have proposed cuts in wages and other benefits which would drastically reduce the living standards of railroad employes. This is unwarranted by their present favorable financial position.

I promise you that your Brotherhood will fight and win this battle as it has won others in the past.

A.A.R. Signal Section Elects 1960 Officers

A.A.R. Signal Section Secretary R.H.C. Balliet has announced the election of officers to serve from January 1 through December 31, 1960, as follows:

Chairman—V. O. Smeltzer; First Vice-Chairman—R. C. Steele; Second Vice-Chairman—H. B. Garrett.

L. B. Yarbrough and A. J. Hendry have been elected territorial representatives on the Committee of Direction for the coming year.

Secretary Balliet also notified the *Journal* that the 1960 annual meeting of the Signal Section will be held at the Morrison Hotel, Chicago, October 11, 12, and 13.

History of Signaling on the Western Pacific

By Arno H. Schmitt

THE WESTERN PACIFIC Railroad's main line traverses some of the country's most rugged and interesting terrain enroute from Oakland, California to Salt Lake City, Utah, a distance of 925 miles. It is a single track road except for 177.6 miles between Weso and Alazon, Nevada, where it is paired with the Southern Pacific.

The Western Division consists of three subdivisions: the first extends from Oakland through the Niles Canyon, then over the Altamont Pass into Stockton; the second runs through the great San Joaquin and Sacramento valleys to Oroville, at the mouth of the Feather river; and the third winds its way through the scenic Feather River Canyon route through the Sierras to Portola, California, the dividing point of the Western and Eastern divisions.

The Eastern division leaves the Sierras, crosses the Smoke creek desert of Nevada, follows the Humboldt river for 180 miles, then crosses the Pequop mountains and drops down across Bonneville Salt Flats of Utah where it skirts the Great Salt Lake into Salt Lake City.

In 1942, the Western Pacific had little signaling compared with the modern system it employs today to speed its streamliners and fast freights from the farm-rich valleys and industrial coast of California to Salt Lake City. The only signaling it boasted of then was 177.6 miles of single-direction automatic

Western Pacific train passes a slide detector fence in Feather River Canyon.

block signals on the paired track from Weso to Alazon; five short stretches of automatic signals governing traffic through or into three yards and four tunnels; seven interlocking plants, and about 90 grade crossings equipped with warning devices.

Signal forces consisted of 12 maintainers, a five-man gang, and a draftsman in the signal engineer's office.

CTC signaling was started in the fall of 1943. The first stretch was in the Feather River Canyon starting at Portola and working west to Oroville, a distance of 118 miles. The initial cut-in of signals between Portola and Spring Garden, California was made on June 25, 1944 and the third subdivision was completed on June 12, 1945.

Working under war-time conditions when trained help was nearly impossible to hire, much of the work was performed with power tools and most of the workers were trained on the job. Most of the foundations were pre-cast and Union Switch & Signal supplied the relay cases. The control machine was located at Keddie, about 40 miles west of Portola.

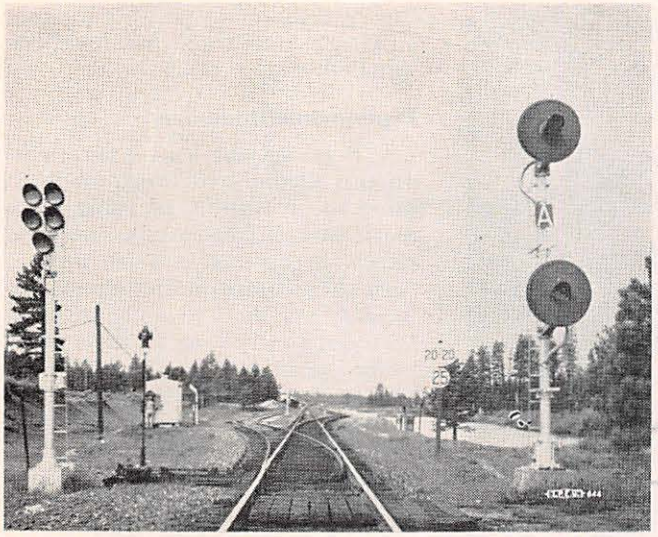
Overall Program for First Sub-division Begins

An over-all program of signaling the 84.4-mile first subdivision was started in 1947. The control machine for this district was located at division headquarters in Sacramento. Later, the machine controlling the third subdivision was moved from Keddie to Sacramento and a third machine for the second subdivision was added later. Signaling in this area was based on a modified scheme of CTC with hand-throw switches located at main line sidings. This portion of the system was completed on July 15, 1948.

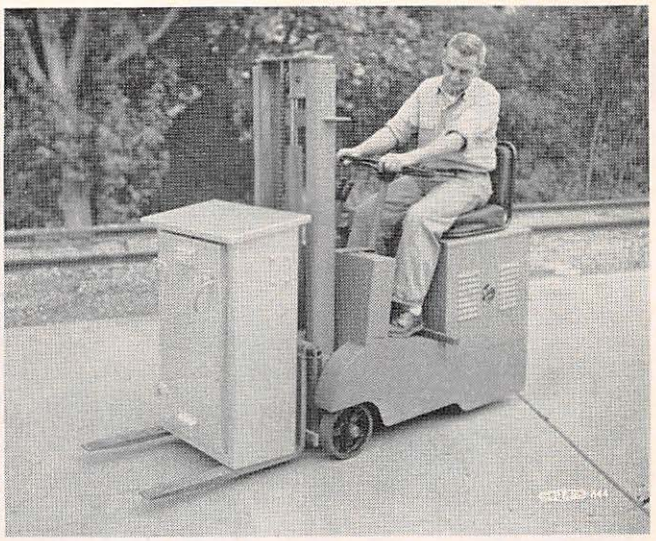
Signaling was continued on the second subdivision, 113.1 miles of track, to complete the entire main line of the western division on July 11, 1949. All of the instrument cases for the second subdivision were wired on the property by WP signalmen. Foundations for the first and second subdivisions were precast by the signal gangs.

Here Brother Harry F. Simon repairs and wires a switch machine, one of the many tasks performed by the signalmen at Sacramento.

A well-equipped welding shop is an important part of operations in Sacramento. Here Brother J. W. Hendricks poses with shop equipment.

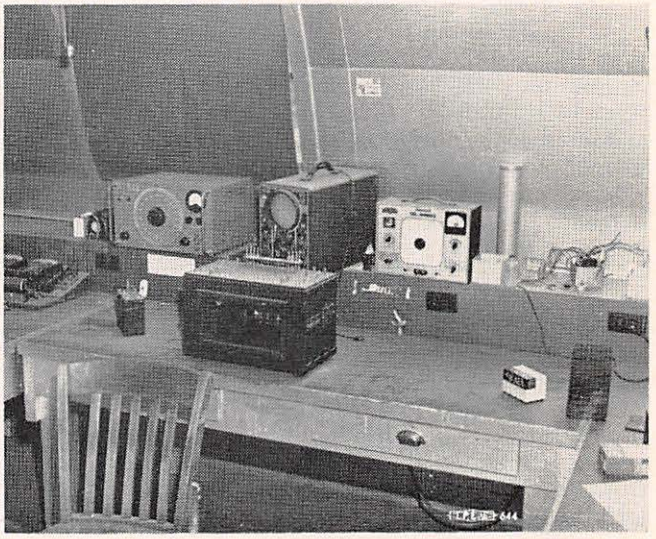


Typical switch and signal layout is employed at Portola siding. Yard indicators, electric lock and electric switch is used here.



Brother E. M. Reynolds uses electric forklift truck to move instrument case in modern Sacramento signal shop.

An enviable safety record has been chalked up by signal employes in the Sacramento signal shop, as this sign indicates.



This is view of the carrier test bench and equipment located in the signal shop. Repairs are performed here for entire system.

Modern Signal Shop

As more and more signaling was installed, considerable repair work was required on the system. Also, as the construction progressed a large number of instrument cases had to be wired and foundations cast. To meet this need the WP organized a modern signal shop at Sacramento. The shop had from 10 to 15 men working in it during the signaling construction program. This number has since been stabilized to seven. The shop is equipped for repairing relays, carrier equipment, and any other signal apparatus which may need attention.

The shop is completely equipped with power tools and an electric forklift truck for handling heavy equipment. A welding shop also is maintained here where slide fences are constructed for the carrier's mountainous sections.

Construction of CTC signaling in the Portola-Weso area on the eastern division was initiated as signal gangs were released from the second subdivision on the western division. The initial cut-in was made on June 16, 1950 and was completed into Weso on May 4, 1951. This covered 211 miles.

The paired track signals between Weso and Alazon, Nevada were replaced and Style B lower quadrant two-position signals were replaced with searchlight signals. This project was completed during July 1952.

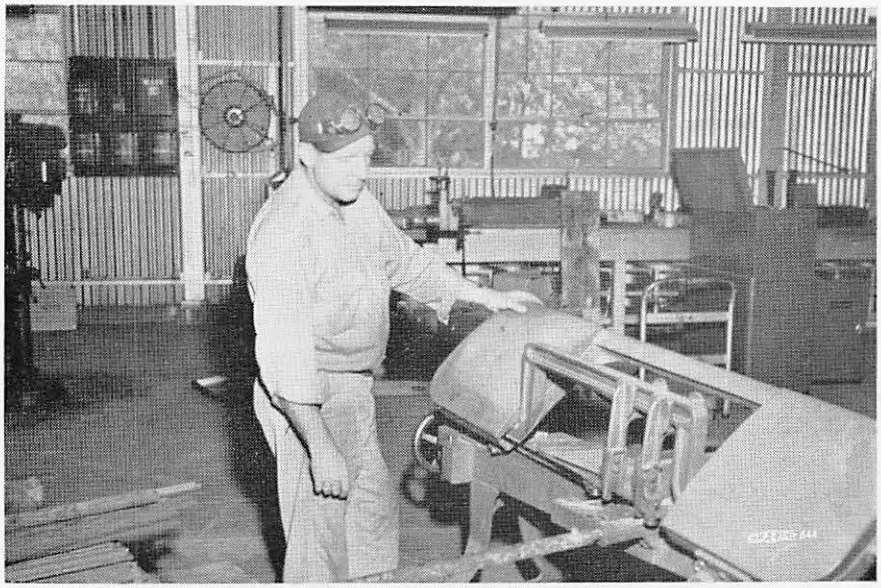
CTC signaling was continued from Alazon to Salt Lake City and the first phase of this project was completed during May 1952; the final cut-in was made at Salt Lake City on Jan. 14, 1953. Two control machines for the eastern division were located at Elko, Nevada, Eastern Division headquarters.

Power Problem

Between Portola and Salt Lake City there are many miles of WP track where commercial power is not available. To overcome this problem the WP has installed local generator plants to furnish power for the signal system.

After completion of CTC signaling on the Eastern Division in 1953 the WP decided to rebuild the modified CTC system between Oakland and Stockton on the Western Division. This required the relocation of signals, some sidings, and the installation of power switches at sidings. Also, the control machine at Sacramento had to be completely rebuilt. This project was completed in June 1955.

For economy reasons the two control machines at Elko, Nevada were moved back to back so one dispatcher could handle both ma-



Here Brother J. W. Hendricks uses a power hacksaw in the Sacramento signal shop to cut parts for slide detector fences used extensively on the Western Pacific.

chines, plus 177 miles of paired track by train order. The machines at Sacramento could not be moved so easily, and because of the extra work required for the daytime dispatchers to handle track motorcar moves it was not practical to consolidate any of the machines used during the day shift. Therefore, an additional 10-foot control panel was added to the Oakland-Stockton control machine and arrangements were made to transfer control of the machine circuits to this 10-foot panel for the second and third trick dispatchers. The day trick dispatchers continue to use the original control machines.

Existing Facilities Revised

In addition to the main line signal installations it has been necessary for the Western Pacific to make revisions and additions to its signal system. Among these was the installation of 14 miles of modified CTC on the San Jose branch line to serve the Ford Motor Company's plant at Milpitas, California. Also, two mechanical and four electric interlocking plants have been converted to automatic operation or remote control from the CTC machines. One automatic and one electric interlocking have been removed account of removal of the intersecting tracks, while another busy mechanical plant has been changed to an electric interlocking.

In the heavy snow country the Western Pacific has installed many miles of slide detector fences. These protective devices are also employed to protect against rock and earth slides in the mountainous areas. Most of these installations are in the Feather River Canyon but some are employed in the canyons on the Eastern Division. L. P. gas-operated switch heaters have been installed in most of the heavy snow country and are controlled by the dispatcher over the CTC code line.

Connecting Line

The Western Pacific has another main line, known as the Northern California Extension, serving the northwest and connecting with the Great Northern Railroad at Bieber, California. This line consists of 112 miles of rail, all in mountainous country. It connects with the Oakland-Salt Lake City main line at Keddie. As yet this line, an all-freight operation, has not been signaled.

Experiments Underway

WP is carrying out experiments on this segment of track to determine the feasibility of using automatic switch heaters for snow removal. Electronic eyes are used to turn the heaters on and then thermostats are used to cycle them so they burn only long enough to remove the snow or keep the switch points from freezing. An automatic L. P. gas engine generator is being tried to keep the batteries charged for the operation of the switch heaters as well as for grade crossing protective devices.

Signalmen Play Major Part In Development of System

The signalmen on the Western Pacific feel proud of the part they have played in bringing the carrier's signal system up to the modern installation it is today. And rightly so, as the following facts indicate. In contrast to the small amount of signals used by the carrier in 1942, figures show that as of Sept. 30, 1959 the WP signal system consists of: 757.24 miles of traffic control system; 179.24 miles of automatic block signals; nine interlockings; 225 signaled grade crossings; 67 remotely-controlled switch heaters, and five traffic control machines.

Also reflecting the signal progress on the Western Pacific is its number of signal employes—a total of 61, exclusive of supervisory personnel, compared with only 17 in 1942.

Brother W. J. Walker is leading relay repairman in Sacramento signal shop. Here he repairs one of many relays overhauled there.

In Canada

New Gains Ahead for Labor in 1960

By Claude Jodoin, President
Canadian Labor Congress

WE APPROACH THE NEW YEAR confident of new gains in both the economic and political fields. The year 1960 may well prove to be one of the most successful in the history of the Canadian labour movement.

As we look back on the year just ending we are well aware that it has, in some respects, been a strenuous one for trade unions. Those who could benefit from a weakened labour movement have used every opportunity to discredit workers' organizations, and unwarranted attacks have been made from many angles. This has had one very real effect which seems, so far, to have escaped public notice: it has welded the trade union movement in Canada into a stronger and more unified organization than ever before. It has given new strength to the unity which was achieved when Canada's two larger labour congresses merged in 1956.

Attacks Arouse Unionist

Those attacks have aroused in trade union membership across Canada a new awareness of the importance of their organizations. Conventions and other gatherings have been attracting record attendances, and the proceedings have been marked by a seriousness and a sense of purpose which leave no doubt about the determination of these workers to protect the unions which are their means of expression and of action. Organized labour has a very definite role in Canadian life and we enter a new year better prepared than ever to fulfill that role in an efficient and a positive way.

There is a spirit of optimism abroad in our country as we reach the turn of the year. We in organized labour share that spirit. We recall that many months ago unions were told to "hold the line." We were warned of dire consequences if workers insisted on seeking wage increases. We did not share the rather pessimistic view of those who said that a "hold the line" position was necessary in a period of recession.

We felt that steps were necessary to give people new confidence and to create new demands for goods and services. Such demands would naturally follow increased earnings. Trade unions did seek wage increases and to a considerable extent obtained them. Increases in hourly earnings have been recorded in practically all sections of our economy over the past year.

It is encouraging now to find the Prime Minister reporting to the nation that 1959 will prove to be one of the best years in Canada's economic history, and that 1960 may be even better.

Workers, through their unions, will doubtless continue to seek a fair share of this increasing prosperity. No apology is needed for this position; it is one which we feel sure will benefit Canadians as a whole.

Social Legislation

Canadians can also benefit from improvements in social legislation. Our interest in legislation has contributed much toward arousing a new and widened interest in politics and public affairs among those active in the labour movement. The establishment of a new political party now seems assured and final steps toward this end are likely to be taken in 1960. When this party is established it will be the product of long and detailed discussions in which many thousands of men and women, both in and out of the labour movement, have participated.

The suggestion of a new party has aroused criticism, particularly from those who have vested interests to protect, but the position of the Canadian Labour Congress is clear. Time and again, in all sections of the country, our membership has voiced dissatisfaction with the inadequacy of the representation that now exists. The year we are entering will be an extremely important one in providing opportunities for ordinary Canadian people to have a political voice.

The new sentiment which is pervading organzied labour in Canada is not one of belligerence or hostility; it is rather one of stern determination to contribute to a better life for all—a sentiment surely appropriate to this season when we speak of good will to all men.

SUCCESS

Success is the way you walk the paths of life each day;
It's in the little things you do and in the things you say.
Success is not getting rich or rising high to fame;
It's not alone in winning goals which men all hope to claim.
Success is being big of heart and clean and broad of mind.
It's being faithful to your friends and, to the stranger, kind.
It's in the children whom you love and they all learn from you;
Success depends on character and everything you do.

Short Financial Report Forms Proposed for Small Unions

SECRETARY OF LABOR James P. Mitchell has proposed detailed and simplified financial report forms for labor organizations required to file under the Labor-Management Reporting and Disclosure Act, according to recent statement by the U.S. Department of Labor.

Both forms provide for the filing of complete financial statements by unions whose fiscal year ends after Dec. 15, 1959. All financial reports must be filed within 90 days after the fiscal year of a reporting organization.

Under Mitchell's proposal, the detailed or "long" form will be used by all labor organizations whose gross annual receipts are $20,000 or more. This group includes approximately 75 percent of the union membership in the United States.

The secretary said the simplified form was developed in accordance with the provisions of the Act which requires him to prescribe simplified reports where he finds that filing detailed reports would be unduly burdensome for unions because of their size.

The short report form will be limited to smaller labor organizations (1) which are not under trusteeship; (2) whose gross annual receipts are less than $20,000; and (3) whose operating expenses and reporting burdens would be substantially increased by use of the detailed form.

Cope Report

Big Corporations Rallying for Political Action

(The following article regarding what Big Business really is after when it says it plans to become more politically active was published in the St. Louis Post-Dispatch. The author is Edward F. Woods, one of the top Washington correspondents.)

POWERFUL LEADERS of the business community, apparently recovered from their dismay at the liberal Democratic sweep of Congress in 1958, are rallying for a new drive to put corporation executives and other managerial and white collar personnel up to their ears in politics from the school board to congressional levels.

It is estimated that as many as 10,000 corporation executives and their associates currently are receiving indoctrination in the workings of government and the fundamentals of practical politics through do-it-yourself instructional kits supplied by the National Association of Manufacturers and the United States Chamber of Commerce.

Aim: Worker Against Worker

One intended effect of the managerial campaign, it is conceded in private conversations, is to pit executives and non-unionized white collar workers against organized blue collar workers in a contest for political influence right down to the precinct level.

Many of the companies represented in the movement are small but executives are vigorously out in the open with political activity programs operating in such blue-chip outfits as Ford Motor Company, Chrysler, General Motors, Johnson and Johnson, Gulf Oil Company, General Electric Company, Bristol-Meyers, Allied Chemical Corporation, Allied Paper Corporation, Kaiser Industries Corporation, American Can Company and National Steel Corporation, headed by George M. Humphrey, former Secretary of the Treasury in the Eisenhower Cabinet.

Dan A. Kimball, former Secretary of the Navy under President Truman and now executive director of Aerojet Engineering Corporation, encourages his employes to register and vote for candidates of their choice and urges them to make campaign contributions to their favored candidates. The last time this happened the employes came through with $25,000, evenly divided between Republican and Democratic candidates.

International Harvester, Standard Oil (Ohio), Olin-Mathieson Chemical Company and Pittsburgh Plate Glass Company are among the industrial giants reportedly considering setting up managerial political machinery. Spencer T. Olin of Alton, Ill., a director of Olin-Mathieson, is Republican national finance chairman.

'Partisan Infighting'

The purpose of the revitalized drive is to get business leaders away from the fringe of the political arena, where most of them cautiously stay, and to convince them that the tactics of real partisan infighting as practiced by local professional politicians are much more effective than a checkbook.

What many business leaders want out of this movement is the forging of a conservative bloc in both parties which this year can elect conservative members of the local, state and federal legislatures, thus curbing the influence of organized labor on legislation.

Concommitant goals would be drastic reductions in federal spending, a balanced budget and, more importantly to some business men, an end to what they regard as government continually sticking its nose into corporate operations.

And despite disclaimers by most of the corporations involved, the undertaking has a tint of Old Guard Republicanism, which has little representation in Congress now. In the public and private pronouncements of some of the corporation heads involved expressions of horror at the conduct of the Democratic-controlled Congress and disenchantment with President Eisenhower's "modern Republicanism" are interlaced freely.

Labor Not Likely to Panic

Neither the Democratic party nor organized labor is likely to panic, however vigorously business pursues a market for its conservative program.

But even in the isolated areas where the business-in-politics is carried on at a high, nonpartisan level, Democrats are most unlikely to profit thereby.

One reason is that the Democratic leadership in and out of Congress, on the one hand, and National Association of Manufacturers, the United States Chamber of Commerce and most big corporation executives, on the other, are as far apart as Castro and Batista on the great social and economic issues relating to the nation's welfare in its broadest sense. These include such items as minimum wages, social security taxes, depressed areas aid and national health insurance, to name a few.

Another is that Democrats will not soon forget that in 1957, a Senate committee headed by Senator Albert Gore (D., Tenn.) disclosed that the officers and directors of 225 of the nation's largest corporations contributed $1,816,597 to Republican candidates for federal office and GOP committees in the 1956 campaign while a trickle of only $103,725 went to Democrats from these same sources.

Immediate Targets

Immediate targets of the corporations' appeals for support for the new conservative movement are their millions of shareholders and employes, particularly the so-called white collar workers.

This latter group figures importantly in the establishment of a hard core of conservative political actionists. The number of white collar workers in manufacturing industry, only a fraction of whom are in unions, is increasing steadily while the so-called blue collar force, generally organized and susceptible to the views of the AFL-CIO Political Action Committee is decreasing, due to automation.

In 1953, according to Government sources, there were 14,000,000 blue-collar workers in manufacturing industries. This number has presently shrunk to 12,500,000. On the other hand, the number of white collar workers in manufacturing, which was 3,000,000 in 1953, stood at 4,000,000 this year.

Gulf Oil, in a "go-it-alone" move, distributed to its employes, dealers and shareholders a pamphlet titled "A Political Program for Gulf Oil Corporation." In the most significant development in the business-in-politics arena, Gulf announced a broad program under which it will assign executives on

a regional basis to prod its employes into political action at all levels, will station a registered lobbyist in Washington, hire a political writer in the capital as a public relations man and supply "Gulf's people" with the voting records of Senators and Representatives. Gulf worries about such things as the oil depletion allowance, always under attack, congressional investigations and curbs on oil imports.

GE Gets In the Act

General Electric, likewise circulated among its shareholders and employes an eight-page booklet rallying its "people" to protest to their Senators and Representatives if they don't do something about "high federal spending" on projects which, the company said, should be handled by the states or private enterprise, and check inflation.

In Syracuse, N.Y., corporations such as G.E. are conducting schools for fund raisers and door-bell ringers under the direction of J. J. Wuertherm, G.E.'s manager of community relations.

Business leaders such as William A. McDonnell, St. Louis industrialist and banker; Gulf's vice president, C. J. Guzzo; G.E.'s vice president, Lemuel Boulware; Ford's director of civic affairs, Thomas Reid; William C. Stolk, American Can president; Arnold H. Marmot, Allied Paper chairman; National Steel's George Humphrey and many others frequently take to the road to spread the word that if something isn't done about labor's growing power, federal spending and Government interference in industry's affairs the time may come when it will be difficult to do business at all.

DON'T BE A FIRE BUG

Some of the people who worry most about fire bombs are the ones who habitually drop unextinguished cigaret butts.

One burning cigaret, carelessly dropped or thrown into paper or rubbish, can burn up a home, a building, a factory, a town, or a forest.

Cigaret butts and matches have already burned up a sizeable hunk of the world's people and property.

Be certain that YOURS are extinguished before throwing them away!

Response Luke-warm

While the list of corporations which have joined the crusade is impressive, the response to the political call to arms has not been overwhelming. Harvard Business Review, in a sample poll, found that 88 percent of those who replied thought business executives ought to get into politics but only 21 percent were willing to do it themselves.

One dissident to the political scheme is George Romney, president of American Motors, who thinks both labor and business ought to get out of politics or the country will wind up with a business party (Republican) and a labor party (Democratic), twin developments which he thinks would be tragic for the nation.

Remember 'Bought' Legislatures

One reason for this caution is that most corporation executives, though not involved in such shenanigans themselves, are still a little self-conscious about business's unsavory past in politics when giant corporations used to buy, or at least rent, Legislatures at the state and national level.

Not until the 1960 campaign will it be possible to assess the zeal business men feel for practical political operations.

It was tried in March 1959 in a special election in Missouri's Fourth Congressional District (Kansas City and Jackson County). A mighty effort was made to get corporation personnel to ring door bells and otherwise push the candidacy of Republican William R. McKee, a lumber dealer. It fizzled and McKee was defeated by Democrat William J. Randall.

RUIA Contribution Rate For 1960 Announced

THE RAILROAD RETIREMENT BOARD has announced that the unemployment insurance contribution rate for 1960 will continue to be 3¾ percent of taxable payroll.

This action is in accordance with the provision of the Railroad Unemployment Insurance Act which specifies that the rate for any calendar year depends on the balance in the account on September 30 of the preceding year. The rate ranges from 1½ percent when the balance is $450 million or more to 3¾ percent when the balance is below $300 million. On September 30, 1959, there was a deficit of $27.8 million in the account, which is temporarily being financed through loans from the railroad retirement account.

Unemployment contributions are paid by employers only and are based on compensation of employes up to $400 a month. They provide the funds for the payment of unemployment and sickness benefits.

SIGNALMAN'S LAMENT **BY THOMAS**

HELLO, ARE YOU MR. MALLET?
THAT'S ME! THE ONLY SIGNAL SUPERVISOR THAT COULD CUT HIS BUDGET ON THIS RAILROAD.....
...AND IT WASN'T EASY... I HAD TO ABOLISH OUR LINE GANG, AND DOUBLE UP THE MAINTAINER'S SECTIONS!
Thomas
LOCAL 18
AND BROTHER THE BOTTOMS ABOUT TO DROP OUT OF THIS PLACE. I GET A CHUCKLE WHEN I THINK OF THE POOR FISH WHO TAKES OVER MY JOB!
IT'S ME! IT'S ME!

YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

WHEN AN AMERICAN GOES abroad, he had better beware of the sly merchants in "oriental bazaars." They name a price far higher than the goods are worth, and much higher than they expect to get. It's up to the customer to bargain down that price, and he never knows how much he was cheated.

It was much that way in the United States until a famous merchant, John Wanamaker, introduced a great reform. Everything in his store had one price—the real price—and it was the same for everyone. The public liked that and it became the standard practice in all reputable stores, a part of "the American way of life."

Fictitious Pricing

In recent years, however, American merchandizing has slipped back a long way toward the old oriental bazaar, with a new twist called "fictitious pricing." The Federal Trade Commission, Uncle Sam's "business policeman," has been fighting it, but this tricky practice seems to be spreading wider and wider. Even some of the biggest and most reputable stores are being forced to adopt it in order to survive in the struggle with unscrupulous competitors.

Literally thousands of FTC cases could be cited, but the general situation can be illustrated by the following examples, picked at random:

The FTC has charged that Yarmuth Brothers, Inc., New York, "fictitiously priced its furs." That is, offers them at "bargain" prices "reduced" from phoney "regular" prices much higher than any prices at which the furs ever were sold. Actually, the "bargain" prices are the "regular" prices, or even higher, as the FTC often has charged.

Frequently, the manufacturer helps the retailer in this deceptive game, by a method known as "preticketing." The manufacturer of furs or other products puts on them tickets bearing alleged "regular" prices which are fictitiously high. The retailer points to these tickets as evidence that he is giving the buyer a bargain.

These practices are particularly prevalent in furs, because few purchasers are able to judge their real value, but many other fields present much the same picture.

For example, the FTC has approved a consent order forbidding the Royal Sewing Machine Corp., Brooklyn, N.Y., from falsely pricing its sewing machines, vacuum cleaners and other electric appliances. The commission had charged that the "purported regular retail prices" of this concern were "fictitiously high."

The same charge was made against Brother International Corp., Los Angeles, a sewing machine distributor. The FTC alleged that this company increased the price deception by supplying to retailers of its machines material for fake "contests" which were operated in the following way.

"Just remember, my son—It takes a lotta pluck to succeed in business—and customers who are ripe for it!"

The retailers advertised that "merchandise checks" would be awarded to "winners" of the contests. Actually, the FTC charged, all purchasers of the sewing machines got such checks, but their money value was added to the already high fictitious price of the machines, so these "prizes" were worthless.

In another case, the FTC announced a consent order "forbidding Howard Stores Corp., Brooklyn, a retail clothing chain with stores throughout the country, from making deceptive pricing and savings claims for its merchandise." Typical advertising claims of this firm, the commission said, were: "$70 Values $53.75," and "$49.50—Usually $70."

Sales Price a Hoax

"The advertised merchandise never sold at those purported regular prices," the commission charged. "The sale prices are the amounts regularly charged."

Even a little product like phonograph needles is fictitiously priced, according to an official "complaint" by the FTC. It charges that Recotron Corp., Long Island City, N.Y., and one of its retail dealers, G. Schirmer, Inc., New York, "have misrepresented the price of Recotron phonograph needles," by advertising claims like these:

"Diamond Needle, List Price $25.00 — Now $9.95." "Combination Diamond-Sapphire Needle, Now $10.95; List Price $30.00."

One of the many variations in the deceptive price game is illustrated by the commission's charge that the Universal Carpet Co., Inc., Baltimore, runs "newspaper advertisements featuring 'sensationally low' prices, which are merely bait to lure customers into buying much higher priced goods."

One batch of FTC announcements says the commission has charged the Great Minneapolis Surplus Store, Minneapolis, with advertising fictitious bargain prices for underwear, fishing reels and electric razors. And so it goes, down through innumerable products.

The American people should be grateful to the FTC for the job it is trying to do but, as experience has proved, that job is too big for the commission alone. The people can help protect themselves by being hard-boiled skeptics of bargain

price and "bait" ads and other tricks of the merchandisers in the modern "oriental bazaar."

Rigged TV Quiz Shows

As a result of a House committee probe exposing rigged television quiz shows and other kinds of crookedness in the TV industry, many people have asked how all that could happen despite the Federal Communications Commission, which is supposed to regulate radio and television "in the public interest."

Some light on that question was unintentionally provided recently by the present FCC chairman, John C. Doerfer, who was a protege of the late Senator Joseph R. McCarthy (Rep., Wis.). When the TV scandal first hit the headlines, Doerfer maintained the FCC had no power to prevent or punish such corruption. After the scandal widened and deepened, however, Doerfer apparently felt he had to make some kind of gesture.

So he did some tough talking before a gathering of 200 top television executives, saying they must reform their industry or Congress may put them under strict "government controls."

However, the FCC chairman went on to say something which, in the opinion of old Washington observers, amounted to "putting his foot in his mouth." He reminded the TV magnates that the commission has been "most liberal" in interpreting its regulatory duty to see that broadcasting stations and networks are operated in the public interest. To support that statement, he recalled that the commission has not revoked the license of a single radio or TV station, on public interest or any other grounds, "since 1932."

Actually, the FCC was not created until 1934, when Congress passed the Federal Communications Act. If any broadcasting station's license was revoked, it must have been by the FCC's predecessor, the old Radio Commission, established in 1928 during the Coolidge Administration.

That old commission was beset by scandals throughout its smelly history, and was anything but a crusader for the public interest. Yet, according to Doerfer, it did revoke at least one station's license for flouting the public interest. That's more than the present commission has done in its much longer history. No wonder the broadcasting licensees have not been operating "in the public interest" as is supposed to be required by law!

Live a Little Longer

How FDA Guards Your Health

By Dr. William A. Sawyer
IAM Medical Consultant

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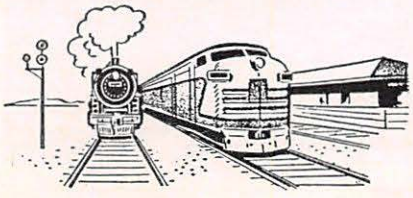
DESPITE THE FACT THAT Americans in general have the safest, cleanest and purest food in the world, it is an ever-increasing problem to keep it that way. Through the U.S. Food and Drug Administration (FDA) of the Department of Health, Education and Welfare, the Meat Inspection Branch of the U.S. Department of Agriculture and the State and local enforcement agencies, working closely with food processors, food standards are set in the best democratic tradition.

The FDA holds public hearings and questions housewives on articles of food. Hundreds of samples are tasted and testimony is heard from its own officials and representatives of the industries involved. When all the evidence is in, the standards for a specific food item are defined on the basis of fair practice. Setting a food standard is no quick and easy job. The record of the hearings dealing with bread standards alone covered 17,000 pages.

To a large extent, the Federal Food, Drug and Cosmetic Act works through the medium of the label. The Federal act originally passed in 1906, amended in 1938 and again as late as 1958, requires that labels give information which helps consumers to buy and use foods, drugs and cosmetics with safety and satisfaction. The label tells consumers what they are buying and exactly how much; the name and address of the responsible manufacturer, the packer or the distributor.



The label tells the truth in plain words. Olive oil, for example, must not contain any other oil. Black pepper must be pure black pepper, or, if an imitation, it must be so labeled.

In processed foods, ingredients must be listed in the order of their predominance. Containers must fit the contents. Labels on foods enriched with vitamins—bread, milk, margarine, baby foods, pet foods, and many others—must state the vitamin content.

The Federal Food, Drug and Cosmetic Act provides a basis for control of foods in interstate commerce which are contaminated by disease germs, chemical poisons, toxic substances or offensive debris, or which are misrepresented.

As a result of such laws, foodborne diseases have been greatly reduced, and outbreaks of poisoning from commercially canned foods have been largely eliminated.

Most homemakers are familiar with the round purple stamp which indicates that meat has been "U.S. Inspected and Passed." Regulation of the interstate meat business comes under the Meat Inspection Act, which also supervises canned, processed and packaged meats.

Much of the responsibility and work of enforcing pure food regulations falls on state and local health officials, since the Federal law does not cover products consumed in the same state where manufactured. Twenty-six states and some cities have adopted their own food control laws.

There are 345 widely dispersed field inspectors of the FDA, the agency which enforces the Federal law. Perhaps there is an inspector in your community. As a taxpayer you may want to get acquainted with this part of your health protection. Much of your health is dependent upon their work.

Because the FDA considers labeling so important, an illustrated booklet "Read the Label," is available for 20c from the Superintendent of Documents, Washington 25, D. C.

The Outdoor Scene

By Fred Goetz

THE MALE PHEASANT, with its ringed neck and gaudy coloration, is one of our most brightly colored game birds, while, by comparison, the female is a rather ordinary bird with dull brown plumage. Could this be a boon of Mother Nature — protecting the mother of chicks with camouflaged shading? Of course it could.

Ringnecks average around three and one-half pounds, with an occasional bird tipping the scales at four pounds. In spite of its weight, it is fast and crafty—a true test for the upland game-bird hunter's gun.

In heavy brush areas, swales, brushy patches and assorted thickets, pushing an old cock into the air takes careful hunting. It's best done by moving slowly, with an extra-alert attitude.

Likely pheasant spots are the fringe woods near open fields where the birds can sneak out of a morning or in late evening, grab a quick snack of grain, and scurry back to cover.

Therefore, hunt the fringe woods thoroughly, roughing up the could-be-pheasant-holding thickets, clumps of brush and bushes. Also check around windfalls, stumps and the like.

In keeping with the subject at hand—upland game bird shooting —we're throwing in a little information concerning the dressing of this critter—if you're lucky enough to bag a few:

1. Here's a bird in the hand. The plumper the pheasant, the better the eating, especially when it has been properly cleaned and dressed.

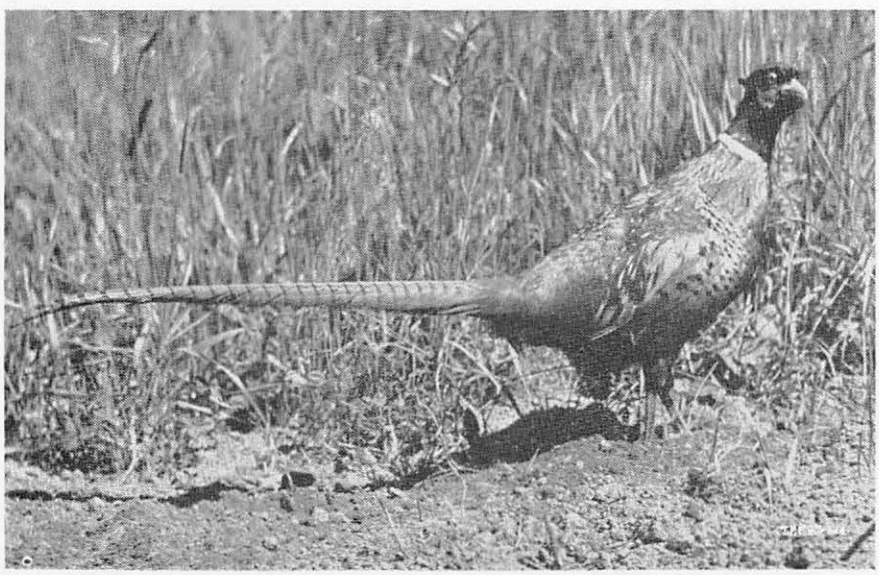
2. Start by plucking feathers around the vent area. Then with knife slit around vent and up to top of breastbone. Pull vent and attached intestine out a few inches.

3. Reach in under the breast and pull out entrails in one group. Lungs may be taken out separately. Slit the skin to remove crop, if full of food. Wipe excess blood and intestinal fluids from body cavity with dry cloth, leaves or grass. (Cleaned gizzard, heart and liver may be put back into body cavity.)

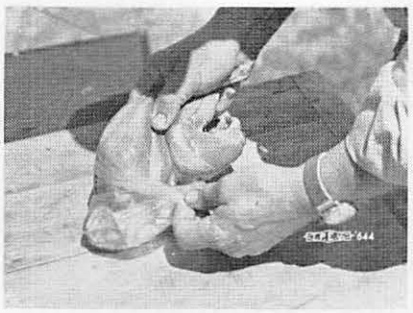
4. Birds may be dressed by (a) dry picking—most easily done while bird is still warm; (b) using scalding water and wet picking; or (c) skinning. Start at any break in the skin or start by tearing with fingers.

5. Pull skin away from breast; then pull out along legs, wings and neck and away from back. Sever legs at knee joint and wings at wrist joint. Tail feathers may be pulled out or tail cut off completely. Wash thoroughly with cold water, removing all shot, imbedded feathers and blood clots from the meat.

6. If your state law requires identity of sex and the bird is dressed in the field, the head should be left attached to the body until you reach home.

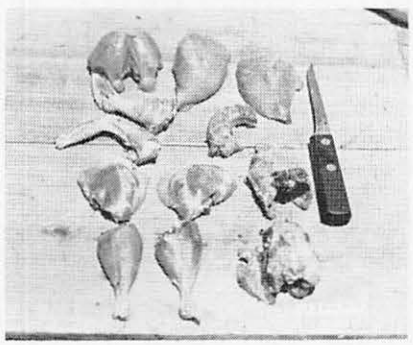


Male Pheasant



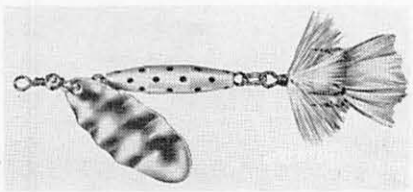
Bird being prepared for freezer

7. Meat may be readily preserved by freezing in plastic bag. Bird may be left whole for roasting, if you prefer, or



Proper way to cut-up pheasant

8. It may be cut up for frying, as preferred by many. Soaking meat in salt water for several hours removes excess blood.



But, maybe there are no pheasants or other game birds available in your locality, and fishing happens to be **your** favorite sport, then

How would you like to have a pair of the illustrated Shyster fishing lures? We'd like to send you a pair. All you have to do is drop us a photo depicting a fishing, hunting or camping experience of yours. It doesn't have to be a recent one—just any clear snapshot on the above subject.

Also, include a few words as to what the photo its about, and we'll fire back the lures, post-haste. Be sure your name and address are written, or printed, clearly.

This offer is open to all members of the Brotherhood of Railroad Signalmen and the immediate members of their family. One pair of lures to a person, and please state your union affiliation.

Streamlined Anti-Labor Hysteria Marked 1959 Drive on Workers

WHEN YOUTHFUL 1959 came upon the American scene last January organized labor and liberals of the nation thrilled to the rich promise of a progressive year.

The year 1958 had ended with the liberal-labor viewpoint in the ascendancy. Only two months before, more avowed friends of labor had been elected to Congress than at any time since the New Deal days of Franklin D. Roosevelt. Compulsory open shoppers had taken a bad licking at the polls, too.

Expectations were high that critically-needed reforms in social and labor legislation could finally be realized, and that positive federal aid to the distressed areas would be forthcoming.

There was hope, too, that in the favorable atmosphere, organized labor could, once again, assume the offensive and it would be possible to organize the unorganized on a broad scale.

Through all this sunshine, however, small black clouds were moving across the horizon. In time the sky would be overcast, and one of the most vindictive anti-labor storms of our generation would break.

Behind the facade of promise, these developments and events manufactured the storm:

- A carefully-planned campaign by business and industry-aligned with both conservative and reactionary forces in the land—blaming all labor for the sins of a few corrupt individuals who violated their trade union trust.
- New funds and new hearings for the McClellan Select Senate Committee to help supply grist for the storm mills.
- Decisions of key industries—including steel and railroads—to block wage adjustments and force work rule changes that would undermine the unions and hard-won union gains.
- Use of, or threatened use of, the veto by President Eisenhower to erode social legislation even when it passed a fearful and timid Congress.

Organized labor struck back. It offered reasoned answers to hysteria. But reason did not prevail and 1959 will go down in the history books as the year of the punitive Labor Control Act and the year of management's class war on organized labor.

Following, from the files of Press Associates, Inc., are the month-by-month headlines of 1959:

JANUARY—AFL-CIO Prsident George Meany, in a New Year's message, warns that Congress must prove itself worthy of the voters' confidence by enacting progressive laws . . . McClellan Committee seeks more funds . . . Democratic leadership in Senate gives housing, labor-management legislation, aid to depressed areas top priority . . . Railroad jobs drop to new low . . . Hotel Workers win battle of Miami Beach as Supreme Court says peaceful picketing legal . . . Jobless pass four million . . . Group of AFL-CIO leaders brief Soviet First Deputy Premier A. I. Mikoyan on free, democratic trade unionism . . . NMU and SIU wipe out differences . . . Eisenhower asks labor-weakening amendments in anti-corruption bill . . . Big business use of call girls exposed by Edward R. Murrow on CBS . . . Sen. Kennedy introduces "anti-rackets" bill . . . UAW-Detroit Building Trades Council sign jurisdictional agreement . . .

"Our labor relations expert just proposed a fair, equitable labor policy. Fire him immediately!"

FEBRUARY — AFL-CIO charges that Goldwater-Administration labor bill is politically inspired, as Senate Labor Committee opens hearings . . . Conditions in depressed areas worsening . . . AFL-CIO Executive Council meeting in San Juan, P.R., asks immediate action to aid jobless, expand minimum wage and health care . . . Railroad unions lash carriers' charge of "featherbedding" . . . Owners of strike-bound Henderson, N.C. textile mill have state police at beck and call . . . AFL-CIO demands pro-union sections of Kennedy bill be kept . . . Law and order sit by as mob beats up Hosiery union organizer in North Carolina . . . TWUA Regional Director Boyd Peyton attacked in Henderson strike . . . 700 honor John Edelman, dean of labor lobbyists, in Washington . . . AFL-CIO pushes for 35-hour week as answer to "silent technological revolution" . . .

MARCH—Indiana AFL-CIO charges Republicans with "double-cross" as State Senate kills "work" law repealer . . . 3,500 building tradesmen push program in Washington with giant legislative rally . . . Dave Beck receives five year sentence for income tax evasion . . . 20,000th Ford worker retires on pension . . . Mass conference on unemployment set by AFL-CIO for April 8 . . . Jobless reach 4,749,000 . . . Meany proposes that House Labor subcommittee allow stockholders to vote on strike stands of management . . . IUE members chain themselves to job as General Electric shuts down unprofitable New Jersey plant . . . Senate passes depressed areas bill . . . Kennedy-Ervin Bill, with AFL-CIO support, approved by Senate Labor Committee . . .

APRIL—Secretary Mitchell opposes $1.25 minimum wage asked by AFL-CIO . . . Vermont legislature rejects "work" law . . . Supervisors, denied union by Taft-Hartley, lead strikebreaking in New York strike of Paperworkers . . . Plumbers' Schoemann gets Eagles' Murray-Green Award . . .

Administration tries to undercut jobless rally by early release of unemployment figures—drop to 4.3 million . . . AFL-CIO TV program, "Americans At Work," catching on . . . Mass rally of 7,000 jobless tells of heartaches, ask action . . . Fifth anniversary of Kohler strike marked . . . Steelworkers test anti-inflation line; ask for price freeze by management . . . Spring elections show liberal-labor voting trend still on . . . Adlai Stevenson will help ILGWU fight "political" anti-trust case . . . Supreme Court limits right of states to interfere with peaceful picketing . . . Profits soar for year's first quarter as jobless remain at "distress" level . . . TWUA charges company "double cross" as Henderson strike renewed . . . UAW presents Truman birthplace to Missouri as a historic shrine . . .

MAY—Senate debates labor bill . . . McClellan's so-called "Bill of Rights" passes when Nixon breaks tie . . . "Bill of Rights" watered down . . . Kennedy bill passes Senate 90 to 1 . . . Labor Department admits productivity figures on steel in error after United Steelworkers catch mistake . . . Non-farm child labor violations increased 20 per cent in 1958 . . . "Battle of Miami Beach" ends as biggest hotel chain signs with union . . . Reuther rallies West Berlin to Freedom's cause with May Day speech . . . Dubinsky calls on ILGWU to block GOP assault on labor . . . Labor, National Consumers League push for $1.25 minimum wage . . . Drug Employes strike six New York hospitals . . . Jobless total drops, but 5.3 percent still high . . . UMW's Lewis blasts all "labor reform" bills before Congress . . . UAW, IAM join forces in aircraft missile fields . . . AFL-CIO Executive Council denounces steel wage freeze proposal as "swollen" profits soar . . .

JUNE — Labor-backed housing bill wins overwhelming victory in House . . . Steel industry rejects any wage boost; union charges bad faith in bargaining . . . TWUA, ILGWU ask probe of growing violence against unionists . . . New York hospital strikers pick up public support . . . 100,000 garment workers win 7.5 cents and fringes . . . Even NLRB Chairman Boyd Leedom asks for easing up of anti-union campaign . . . Meany says labor will back drive to oust racketeers but not to weaken unions . . . Community Services Conference cites U.S. failure on medical coverage . . . Two insurance unions merge; eye one million membership . . . Hotel Employes donate $250,000 to Danny Thomas' children's research center . . . Poor record of 86th Congress hit by Schnitzler . . . TWUA charges arrest of Henderson strike leaders attempts to break union front . . . E. S. Dillard, manufacturer and leader of "work" law movement, charged with $92,506 tax delinquency by U.S. . . . Humphrey tells Senate "What's right about labor" . . . Union wins "foot-in-the-door" recognition as New York hospital strike ends . . .

JULY—Labor Department expert says factory jobs may never return to pre-recession level . . . Meat industry shifts butcher jobs of thousands of packing workers . . . Ike cabinet committee makes new move to hold down wage boosts, labor gains . . . UN chief supports labor position that inflation fears are holding back growth of free nations . . . Eisenhower vetoes housing bill . . . Major battle opens for Forand medical help for aged bill . . . Henderson pickets continue rounds as alleged "conspiracy" trial opens . . . 500,000 steelworkers strike as AFL-CIO pledges full support . . . Booming steel profits give lie to charges that labor is asking too much . . .

AUGUST—House opens debate on labor legislation . . . AFL-CIO supports Shelley Bill . . . Four of five COPE-supported candidates win Hawaii elections . . . Steel workers take strike in stride but economic pinch hurts . . . Shelley says his bill is strongest against corruption . . . McClellan Committee holds "secret" hearings on UAW; Reuther asks open doors . . . House passes anti-union Landrum-Griffin Bill . . . Rep. Clare Hoffman (R. Mich.) admits Chamber, NAM wrote measure . . . AFL-CIO hopes House-Senate conference will ease worst anti-labor restrictions . . . AFL-CIO Council, meeting at Unity House, hits Landrum-Griffin Bill . . . Council opens door to readmit ILA . . . Take-home pay for workers drops third successive month . . . GOP members of McClellan Committee flop in move to "expose" UAW . . . Boyd Peyton, leader of Henderson strike, faces continued harassment . . . IAM asks probe of business corruption; says billions taken from citizens yearly . . . Congress passes new housing bill . . .

SEPTEMBER—Meat and Rubber unions win major contracts, avoid strikes . . . Railroad non-ops ask 25-cent hourly boost . . . Senate-House conference removes some of worst provisions from Labor Control of 1959 — both houses pass measure . . . IUD gives Steelworkers $1 million for strike support . . . Labor Day turnouts across the nation show "roll the union on" spirit . . . New York sets record as 122,000 parade . . . Meany denounces labor bill as "fraud upon the American people . . . " . . . AFL-CIO department conventions open in San Francisco . . . Metal Trades hear Meany call for full participation by all members in union activities . . . ILPA convention plans expansion of labor press role . . . Gray tells Building Trades united front of labor more important than jurisdictional differences . . . AFL-CIO convention votes to ask members one hour's pay per month to aid Steelworkers . . . Meany declares that labor is going to "fight back" . . . Seven AFL-CIO vice presidents met with Soviet Premier Khrushchev . . . Convention gives Secretary Mitchell hostile reception . . . Steelworkers' bitterness mounts as industry pushes work rules changes . . . Compulsory arbitration planned to settle AFL-CIO internal disputes . . .

OCTOBER—Some 80,000 members of ILA from Maine to Texas strike against work rule changes . . . Eisenhower invokes Taft-Hart-

ley 80-day injunction against Longshoremen . . . UAW holds 17th convention, increases dues and plans organizing offensive . . . Role of labor acclaimed as ILO marks 40th anniversary . . . OCAW plans major organizing drive . . . Chemical union steps up political action . . . Crucial railroad negotiations get under way in Chicago . . . Steelworkers fight Taft-Hartley injunction in courts . . . Living costs go to record level in September . . . Maritime Unions open major drive to organize runaway ships . . . Meat unions win wage boosts after seven weeks Swift strike . . . Kaiser signs with Steelworkers, breaking Big Steel's solid front . . .

NOVEMBER—Wage and salary incomes drop, reports show, but profits and interest soar . . . Two more firms settle with USW . . . Schnitzler asks management to end "cold war" against unions . . . Supreme Court upholds T-H injunction as Steelworkers are forced back to jobs . . . Railroad unions vote to reject "inhuman" demands for rules changes . . . McDonald tells IUD convention that Steelworkers will shut down mills again in January if no settlement reached . . . Meany, Reuther, other union leaders pledge support . . . Senator Langer, GOP liberal and friend of labor dies . . . Secretary Mitchell eats his (mocha) hat as jobless are over 3 million . . . Seven AFL-CIO airline unions form Association of Air Transportation Unions.

DECEMBER—Senate probe shows fantastic markup of drug prices, one upped 7,000 percent . . . Rails rehire some workers laid off as a result of the steel strike, but many remain idle . . . Labor-Management cooperation hailed as bulwark of the TVA . . . G. E. Leighty, chairman of the RLEA, sees 50-50 chance of avoiding a rail strike in 1960 . . . John L. Lewis announces that he will step down as president of the Mine Workers in 1960; Vice President Kennedy to succeed him . . . Grave shortage of freight cars hamper rail operations; earlier warnings of rail labor leaders recalled . . . War on rail unions linked to big business offensive . . . Senator Case renews plea to place curbs on passenger train slaughter . . . Potential arbitrators and fact-finders queried on the effect of rail propaganda; unions seek to determine if they can act fairly.

LEAP YEAR

It's Leap Year again, but be careful where you leap!

Don't leap up or down steps. Don't leap over materials, machines, or equipment.

Leap Year, like all others, is a time for planting your feet firmly on safe ground with SAFE HABITS and attitudes.

Adjustment Board Award

Brotherhood's Claim for Holiday Overtime Upheld

IN AWARD NO. 9084 the Third Division of the National Railroad Adjustment Board found that the Union Railroad Company violated the B. of R.S. agreement when the carrier failed to compensate several signal department employes at the overtime rate for work performed on George Washington's birthday.

STATEMENT OF CLAIM: Claim of the General Committee of the Brotherhood of Railroad Signalmen of America on the Union Railroad Company that:

(a) Carrier violated the agreement when it refused to compensate the employes listed in part (b) hereof at the overtime rate for work performed on February 22, 1955, Washington's Birthday.

(b) Carrier be required by appropriate award and order of the Third Division to allow difference between straight-time rate received and the overtime rate of the following employes: M. Mayfield; J. Fedele; R. S. Gallagher; W. F. Freidhof; W. Hebrank; J. L. Shafer; D. E. Robinson; H. C. Potts; J. R. Berringer; B. E. Layton; D. C. Wilson; F. W. Bobnar.

OPINION OF BOARD: Claims before us are premised on a request that the employes herein named, were improperly paid by Carrier for work performed on Washington's birthday, Feb. 22, 1955. The employes were compensated for a day at pro rata rate plus pay for work performed on a holiday at the regular rate instead of the time and one-half rate as provided for holiday service as shown by Rule No. 3½, adopted from the National Agreement, Article II, effective May 1, 1954.

Carrier contends the employes were properly compensated for the day in question under the provisions of Rule 3 (b) of the 1950 Agreement. In that Agreement no recognition is listed as Washington's birthday being a holiday. Carrier argues that since Rule 3 (b) makes no provision for Washington's birthday as a holiday, certainly Rule 3½ (a) by including this day as a holiday, has no effect on Rule 3 (b), and was not intended to change its provisions or the practice of paying employes for work performed on a holiday.

The Carrier, from the record before us, recognized that the day in question was a holiday, as provided in Rule 3½ (a), by compensating the employes for an extra day's pay at pro rata rates. We conclude that when the National Agreement, Rule 3½ in the Agreement here, was adopted effective May 1, 1954, it specifically made Washington's birthday a recognized holiday for all intents and purposes, as is shown by a reference to the National Agreement and to which this Carrier is a party, and agreed to by Carrier.

The employes are entitled to a sustaining award as alleged.

FINDINGS: The Third Division of the Adjustment Board, upon the whole record and all the evidence, finds and holds:

That the parties waived hearing on this dispute;

That the Carrier and the Employes involved in this dispute are respectively Carrier and Employes within the meaning of the Railway Labor Act, as approved June 21, 1934;

That this Division of the Adjustment Board has jurisdiction over the dispute involved herein; and

That the Claims should be sustained:

AWARD: Claims sustained.

Preview for 1960

Major Showdown Crisis with Management, Legislative, Political Battles on Horizon

A YEAR OF HARD, slugging work lies ahead for American labor as 1960 comes over the horizon.

The year 1959, which came in with so many bright hopes of great achievements for all workers, has ended with few social gains won from Congress and the bitter taste of the Labor Control Act still in labor's mouth.

But instead of bewailing the disappointments of 1959, organized labor is preparing for a determined 1960 battle to achieve many of the goals that were missed in the year that has passed.

The AFL-CIO convention in San Francisco last September assessed the 1959 setbacks and laid the groundwork for the job ahead on half a dozen fronts. Here are some of them:

The Legislative Front:

Despite the bitter attacks on organized labor of the past few years, the AFL-CIO has not turned its eyes from the broad social goals which labor is determined to achieve. The first session of the 86th Congress failed to do much about them. But Congress will have a new chance to tackle them when it meets in January. As the San Francisco convention put it:

"There is little to cheer about in the record of the 86th Congress to date. If it is to go down in history as the progressive, enlightened, public-interest body that the elections of 1958 seemed to promise, then the 86th Congress must earn its reputation in 1960."

What are the areas in which the AFL-CIO will be battling in 1960?

• There is the unfinished fight for a boost in the minimum wage from the present $1 to $1.25 with coverage for millions of workers, especially in the retail trade, not now protected. Aid for the depressed areas where conditions are growing worse instead of better will be pressed. A renewed fight will be made for the Forand Bill extending hospital and medical assistance for those entitled to retirement under Social Security. Federal aid for school construction and a Civil Rights bill will get top AFL-CIO priority.

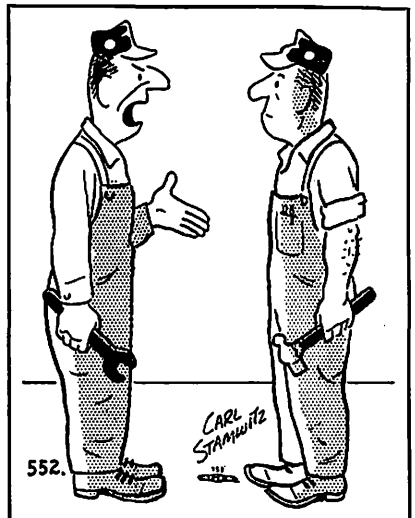
Repeal or amendment of the Landrum-Griffin Bill?

Capitol Hill observers doubt that much can be expected from the present Congress either to stiffen its provisions as the anti-labor forces would like to do, or to root out its worst features as labor would like. It has been pointed out that the Congress spent eight months battling over a labor bill and that there is not much reason to believe that it will take any drastic steps this year to change its work in this field.

Instead, organized labor will be shooting for the 1960 elections as the new battleground in the fight to protect labor against its enemies. Here is what the San Francisco convention did:

• It authorized and directed "the Committee on Political Education to place into the hands of every member of an AFL-CIO affiliate an accurate voting record of the 86th Congress, clearly stating how each member of the Congress voted on the key roll calls on this issue, for their guidance in the 1960 federal elections."

• It declared it to be the AFL-CIO's "unceasing determination to elect to national office and to the U.S. Congress men and women of liberal and progressive mind, regardless of party label, who will wipe from the statute book all laws which hamstring and hamper the growth of the American labor movement."



"The few cents Big Steel offered is just a drop in the bucket—yet they cry it'll cause a drop in the buck!"

From this it is clear that the efforts of anti-labor forces to drive workers and their unions from the political field have met with labor determination to fight harder than ever in the legislative field both to repel attacks against itself and to fight for liberal and progressive causes.

There can be no question that the bright hopes of 1959 have been shattered by Congressional inaction in many fields. The Southern-Republican Coalition, the failure of the 86th Congress to liberalize its rules, government by veto as exercised by the Eisenhower Administration, were all factors in the poor record.

The 86th Congress in 1960 will have the duty to do something about the promises its members made during the 1958 elections before it starts talking about its 1960 election promises.

On the AFL-CIO Front:

The San Francisco Convention took the unprecedented step of appointing a special committee to bring to a special 1960 convention proposals for the settlement of jurisdictional disputes. This Committee is under the chairmanship of President Al Hayes of the Machinists. It is expected that it will report to the February 1960 quarterly meeting of the AFL-CIO Executive Council which, in turn, will determine what further action is to be taken.

The year 1960 finds the merger of the AFL-CIO almost fully complete. There are only two states—New Jersey and Pennsylvania—where merger on the State level is still to be achieved with the chances strong that 1960 will see merger fully completed.

In the face of the hostile legislation adopted by Congress with the certainty that this will add to the difficulties of organization, the San Francisco convention called for in-

tensification of organizing efforts throughout the country "in all industries, crafts and services."

On the Collective Bargaining Front:

Instead of drawing in its horns on the collective bargaining front as conservative business groups have been demanding, the AFL-CIO called for a bold program of bargaining goals to guide 1960 negotiations. These include better wages, improved fringe benefits and a shorter work week with no decrease in pay. The convention resolution called on Congress to amend the Fair Labor Standards Act to provide for a 7-hour day and a 35-hour week.

The AFL-CIO's collective bargaining goals are important because of the large number of important negotiations that will come up during the year.

Railroad negotiations are now getting under way under extremely bitter circumstances. For the past year, railroad management, closely following steel management's line, has been carrying on an unprecedented campaign seeking to undermine the railroad unions before the public. In addition, management is actually demanding a wage cut. The railroad unions will get solid support from the AFL-CIO in the crucial battle ahead.

In addition, important bargaining sessions are coming up in the communications, textile and electrical industries.

If the record of 1959 can be taken as any kind of accurate guide of management's determination to undermine unions, the year 1960 may see a new wave of bitter labor-management strife.

The Two Big Questions

There are two great question marks in the 1960 picture:

- Will there be a new strike of the Steelworkers on January 27, the day after the present 80-day injunction lapses?
- Will there be a "summit" meeting of labor and management in an effort to bring to an end today's labor-management warfare, as suggested by AFL-CIO President George Meany in a letter to President Eisenhower?

If there is no settlement of the steel strike and the men go out again, Congress undoubtedly will be the stage for a new wave of labor-management legislation designed to prevent tie-ups in crucial industries. Bills for compulsory arbitration and other forms of government intervention in the collective bargaining process are certain to be introduced.

Organized labor will fight every effort to hamstring it and take away its freedom. On the other hand, it has already indicated its willingness to accept responsible fact-finding bodies with the power to make recommendations, as can be done under the Railway Labor Act.

The second "imponderable," that of a "summit" conference, holds even greater possibilities. For the past five years management has been building up a whole structure of hostility to organized labor—unfair labor practices cases before the National Labor Relations Board have been reaching record heights. Pro-management NLRB decisions have encouraged the "fight-the-union" atmosphere. Labor and its leadership have come in for torrents of abuse based on the sins of a relatively few racketeers in unions who generally flourished with the direct connivance of management.

Tensions Build Up

All this has built up tensions in labor-management relations that are beginning to assume the dimensions of the pre-Wagner Act days. Thoughtful citizens, whether connected directly or not with labor, are alarmed at this breakdown and are seeking means to prevent a further, tragic collapse.

The Meany suggestion for a top level conference between management and labor, called by the Government, holds the promise of an easing of these tensions through peaceful meetings substituting for the open warfare that is now developing.

President Eisenhower has charged Secretary of Labor James P. Mitchell with the job of sounding out the possibility of such a "summit" conference. The year 1960 will tell us whether the effort will or will not be made.

Yearly Cards Now Available

Special yearly cards for those members who find it convenient to pay their BofRS dues by the year in advance, are now available, Secretary-Treasurer C. L. Bromley recently announced.

The 1960 card is printed in green and gold on durable white stock.

Members desiring one of the Yearly Cards should remit their dues for the year 1960 to the financial secretary of their Local. The secretary will then report the per capita tax to Grand Lodge and the Yearly Card will be printed with the member's name and returned to the Local secretary.

Yearly Cards will be available until Mar. 31, 1960. After that time no more orders will be taken.

You can't lose if you purchase a Yearly Card because dues paid in advance will be returned if the member becomes eligible for refund due to sickness, furlough, or termination of service. However, you can help lighten the load on your secretary and guarantee yourself good standing in the Brotherhood for an entire year by purchasing one of the special cards.

Labor's Famed Cartoonist, John Baer, Ranks Among The Nation's Best

NO ONE QUESTIONS the truth of that time-worn statement "One picture is worth a thousand words," and no group of artists use pictures so effectively as cartoonists. One of the top ranking cartoonists today is John Baer.

Since 1921 Baer's official "home" has been the editorial offices of LABOR, published in Washington, D.C., and owned by 15 recognized Standard Railroad Labor Organizations, including our Brotherhood. He is also a publicist for the Union Label and Service Trades department of the AFL-CIO.

After graduation from Lawrence College, Baer was cartoonist on a non-partisan farmer's weekly, the *Courier-News,* in Fargo, N.D. Here his cartoons tried to dignify the farmer rather than picture him as a rube. And when North Dakota needed a Congressional candidate, Baer was drafted, and was a member of the 65th and 66th Congress. He held a number of other government posts, and since 1921 has been considered the dean of labor cartoonists.

John Baer has spent nearly 40 years behind a drawing board in Washington, D.C. He has created many political slogans and invented the phrase "The New Deal" which Franklin D. Roosevelt used so effectively in a speech in 1932 that it became part of the language of our nation. The noted publisher Arthur Brisbane of New York published Baer's "New Deal" cartoon for 15 million eyes to see.

As one example of the influence wielded by his drawings, one of Baer's cartoons, exposing the fact that a certain brand of strawberry jam was loaded with timothy seeds, played a part in promoting pure food and drug legislation.

How Lobbies Wangled Tough Labor Law

By John Brewin,
CPA Correspondent

IN A SHOCKING AND FRANK front-page article, the Canadian Financial Post has described "How Lobbies Wangled Tough U.S. Labor Law."

It makes terrifying reading for any devoted trade unionist. In fact anyone who is concerned with freedom would find this article interesting.

For it tells, in laudatory terms, how U.S. business used all the power at its disposal to get anti-union legislation out of Congress. It says that business, flushed with success, is "now looking for greener pastures."

The Financial Post suggests that Canada is a "greener pasture" and remarks that "the lesson for Canadian business is that *if a law is desired,* it takes plenty of money, long and hard work and very few lobbyists running around Parliament Hill."

Violence Against the Mind

The story is one of violence—violence against the mind. The story tells of business buying U.S. Congress by stirring up a section of the people in a cold and deliberate attempt to gain its own ends.

Here is that story (all quotations are from the Financial Post):

"The major organizations involved were the National Association of Manufacturers, the U.S. Chamber of Commerce, aided by most of the local state organizations, the American Farm Bureau Federation, the American Retail Federation and the National Small Businessmen's Association . . .

"They decided early this year that 1959 was THE year to try for tough labor legislation.

"They banked heavily on the revelations of labor racketeering made public by the Senate Labor Rackets Committee."

The groups went over the list of Congressmen and picked out 54 who had never before voted on a labor bill and who were elected by a slim margin in 1958.

"The full power and influence of the business groups were concentrated on these 54 Congressmen."

"The first job now was to pour propaganda into the districts represented by these Congressmen.

"This was done with the aid of local branches of the various business groups through newspaper advertisements, and radio and television.

"One major tool was a television program sponsored by the Armstrong Cork Co's Circle Theatre called 'Sound of Violence'.

"It was an April network show with an estimated audience of 25 million.

"It ended with a strong plea by Sen. John McClellan, chairman of the Senate Investigating Committee, for tough labor laws to prevent union hooliganism.

"This program was run as a summer repeat on July 8. The various organizations then proceeded to use all their resources to be sure that the program was seen.

"When it was discovered the show was not scheduled in 27 key Congressional districts, arrangements were made to get some of the stations to run the program sponsored by some business organization or as a public service.

"About 5 million letters were sent out urging people in critical areas to watch the program."

So far U.S. business was just toying. "The business drive really got going," says the Post, "when the tough Landrum-Griffin labor bill was introduced in the House.

'Ike' No. One Lobbyist

"Certainly the business groups put heavy pressure on President Eisenhower who made his unusual television address urging adoption of the Landrum-Griffin Bill.

"At the same time, brief tape recordings and television film clips were made with the authors of the bill and run frequently either sponsored or as a public service by stations in most of the crucial districts.

"In one of the areas, a company sent its foremen out ringing doorbells to urge support for the tough labor bill and this, the company says, produced 3,000 letters to key Congressmen in one week.

"When the vote came in the House, it was 229 to 201 for the tough labor law.

"Of the 54 target Congressmen at whom all this effort was aimed, 23 had been persuaded to vote for the bill.

"This," concludes the Financial Post, "was nine more than the 14 vote margin of victory."

This is a story the Financial Post tells with pride and affection. This was not written by any pro-labor reporter out to tar U.S. business with a black brush, but is a story held forth as an example to Canadian businessmen.

Draw your own conclusions.

Style for Workers

Protective clothing and equipment.

Unemployment Up, Further Increase Predicted

THE NATION'S UNEMPLOYED swelled 398,000 from October 15 to mid-November to reach a total of 3,670,000, according to the Labor Department's monthly report on the job situation. This was the second highest figure for November since World War II. It was exceeded only by 3.8 million unemployed in mid-November 1958 and contrasts with only 2.6 million jobless in pre-recession November of 1957.

The total jobless will rise to about 4.2 million early this year, estimated Seymour Wolfbein, deputy assistant secretary for unemployment and manpower.

The rate of unemployment, adjusted for seasonal variations, declined to 5.6 percent from the six percent of mid-October, the Department said. This dip in the jobless rate was attributed in part to the "smaller-than-usual" number of women and teen-agers entering the workforce in search of pre-Christmas work, causing a less-than-expected rise for this group.

Total employment dropped by 1.2 million between October and November, to 65,640,000, the Department reported.

Wolfbein said his prediction of 4.2 million unemployed in the first month of 1960 did not take into consideration a resumed steel strike or a railroad walkout. He also revealed the long-term unemployed—those jobless 15 weeks or more—increased 58,000 to a total of 748,000 for November. "Over half of these long-term unemployed have been seeking work for more than 26 weeks," he added.

SHANTY BANTER

TOP PRIORITY

The husband was at work when he received word that his wife had driven from her home to the hospital, expecting their first child.

In frantic haste he arrived at the hospital as they were wheeling her back to her room.

"Is everything all right?" he asked.

"I don't know," said the new mother, anxiously. "Run out and check the car quick; I had to park it in a two-hour zone."

Good Old Days: When teen-agers went into the garage and came out with a lawn mower.

ANCESTRY

A pompous woman, seated next to a rabbi at a dinner party, boasted: "One of my ancestors signed the Declaration of Independence."

"How interesting," replied the rabbi. "One of mine wrote the Ten Commandments."

The only 15 minutes in the morning when some office help stops doing nothing—the coffee break.

ANTICIPATION

An old Indian was standing on top of a hill with his son, looking over the beautiful valley below them. "Some day," said the old Indian, "all this land will be back in the hands of the Indian, my son. Palefaces all go to the moon."

Judge, to witness: "Was your friend in the habit of talking to himself when he was alone?" Said the witness: "To tell the truth, your Honor, I never was with him when he was alone."

SURPRISE?

Manicurist (to playboy in a barber chair): "I don't think I ought to go out with you. I'm married."

Playboy: "Ask your husband. I'm sure he won't mind."

Manicurist: "You ask him—he's shaving you."

Confucius say: "Some people's voices hard to extinguish over telephone."

RISKY

A special course of treatment was recommended for an elderly man. "A few weeks of that," said the doctor, "and you'll look ten years younger."

Said the old man: "Will it affect my pension?"

One secretary to another: "If I can't spell the words in his letters, how does he expect me to find them in the dictionary?"

HOW STRANGE

Ruth's husband wandered home at 2:30 a.m. and explained that he'd been sitting up with a sick friend.

"And who was the sick friend?" demanded Ruth.

Said the errant husband: "Honey he was so sick he couldn't tell me."

The Joy of Being an Editor

Getting out this magazine is no picnic!
If we print jokes, people say we are silly,
If we don't, they say we are too serious.
If we stick close to the office all day—
We ought to be around hunting material.
If we go out and try to hustle—
We ought to be on the job in the office.
If we don't print contributions—
We don't appreciate genius;
And if we do print them, the paper is filled with junk!
If we edit the other fellow's writeup—
We're too critical;
If we don't—we're asleep!
If we clip from other papers
We're too lazy to write them ourselves;
If we don't we're stuck with our own stuff.
Now, like as not, some guy will say
We swiped this from some other magazine.
WE DID!

Oldsters: Those who remember when child guidance was something parents were expected to administer, not submit to.

FARSIGHTED

A young man who had admired a certain car in an automobile agency for many days, finally went in and bought it, paying for it in full.

As he walked away the surprised salesman said: "You may drive it out now."

"No, thank you," said the customer; "I'll just leave it here—I don't know of any other parking place as good."

Conference: A meeting at which people talk about what they should already be doing.

PRACTICAL

Grade schooler Phil announced to the family at dinner one Sunday: "I've decided to be a preacher."

"Well, that's wonderful," replied his mother. "What prompted this sudden decision? Was it something the minister said this morning?"

"Naw, it wasn't," said Phil. "I just decided that it would be easier to stand up there and talk and *get paid* for it, than to have to sit in a pew and listen every Sunday, and then have *to pay* for it."

Civilization: An advancement from shoeless toes to toeless shoes.

LUCKY

"It's funny," said Tom, "that Ed's luck is so bad at the track and so good when he plays cards."

"Nuthin funny about that," growled Joe. "They don't shuffle the horses."

Brains: What a man looks for in a woman after he's looked at everything else.

QUIZZ

A teacher in a business college asked her class of stenographers what they should do when the employer buzzes?"

Said one bright gal: "Pick up your notebook and pencil and answer the buzzard quickly."

It's easy to be an angel when nobody ruffles your feathers.

Commented the curvaceous blonde as she exhibited her engagement ring:

"He's the knight I always dreamed of—he's tall, dark, and has some."

Rail Labor's Progress Told in Story and Song

A SPECIAL REPORT ON railroad labor in recent years, recorded especially for a new radio program on 33⅓ rpm microgroove records, has just been released to radio stations throughout the country by the Railway Labor Executives' Association.

The report is in the form of two phonograph records comprising four 15-minute radio programs entitled "The Railroad Worker and His Songs." The series was prepared in cooperation with the Guy Nunn "Eyeopener" program and the staff of the radio department of the United Automobile Workers. RLEA Chairman G. E. Leighty introduces the series on the first program.

The programs start with a brief account of the origins of the railroads and then turn to the story of the building of the Erie railroad in the 1840's. The narrative continues with the development of the railroads as they spanned the continent. Then comes the story of the organizing of the railroad unions, the rail strikes of the 1800's, and the reasons which led to the growth of the early railroad Brotherhoods.

Throughout the narrative are woven songs of the railroad worker, including such old-time favorites as "I've Been Working on the Railroad," "Wabash Cannon Ball," "Old 97," and, of course, "Casey Jones" and various railroad work songs.

Meany Hails Rail Worker's Progress

Speaking on the last series of the four programs tracing the history of American railroad workers in song and story, George Meany, president of the AFL-CIO, hailed the progress made by the railroad workers under the leadership of the RLEA as "one of the bright spots in American labor history."

Meany commented on the development of rail labor organizations from the crushing of the Pullman strike down to the formation of the RLEA in 1926, and added:

"This association, today speaking for one million railroad workers, has since proved itself to be one of the most important segments of the organized labor movement. As the principal coordinating and joint operating agency of railroad labor in practically all fields of activity except collective bargaining, the RLEA has rendered invaluable assistance to our government, the railroad industry, and the labor movement as a whole.

"From its very beginning, the Railway Labor Executives' Association has successfully coordinated rail labor's legislative efforts and secured the enactment of many laws protecting railroad workers in many ways." Meany continued:

Win Right to Organize

"Indeed, it was not until the enactment of the Railway Labor Act of 1934, which guaranteed the right of railroad labor to organize, that the present strong railway labor organizations were successfully established on virtually every railroad in the country. Today, the 23 Standard Railway Labor Organizations affiliated with the RLEA represent practically every worker employed by the railroads of the United States and Canada.

"In addition, the Railway Labor Executives' Association has won for railroad workers their own separate national systems of railroad retirement and railroad unemployment insurance. Both of these provide substantially higher benefits than those paid under Social Security to workers in other industries. Many experts regard the laws dealing with railroad employment in the United States—all enacted as the result of the RLEA's efforts—as among the most enlightened of our labor laws.

"Truly, the progress made by railroad workers under the leadership of the Railway Labor Executives' Association is *one of the bright spots in American labor history.* Their unions today are among the most respected and influential of any in the entire labor movement."

Meany concluded by saying: "I am happy to be able to pay this tribute to a great organization, the RLEA, which is great because the heads of the railway labor unions who comprise it reflect the noble spirit of dedication to democratic ideals and social justice which has long been a characteristic of railroad workers and their unions in the United States and Canada."

Records Available to Railmen

Although primarily prepared for radio use, a limited number of sets of the two 33⅓ rpm microgroove records comprising the four programs of "The Railroad Worker and His Songs" are available to members of the Standard Railroad Labor Organizations at $2.50 per set. Orders should be addressed to the Railway Labor Executives' Association, Railway Labor Building, 400 First Street, N.W., Washington 1, D.C.

Safety Hints

In the kitchen: **Use non-skid floor wax. Store all poisons, including cleaning materials, out of reach of children. Keep electrical appliances away from metal surfaces and surfaces likely to get wet. Store sharp knives away from less dangerous items, and out of reach of toddlers. Turn handles of pots and pans inward when cooking, so tiny hands can't reach. Keep matches up out of reach of children. Make sure ladders and chairs are in safe condition.**

GRS Names K. N. Heimbach Manager of Export Sales

Karl N. Heimbach, assistant export manager of General Railway Signal Company, has been appointed manager of export sales, effective Dec. 1, 1959.

Heimbach

Mr. Heimbach was born Sept. 10, 1927 in Wilkensburg, Pa. He is a graduate of the University of Michigan, B.S. in electrical engineering. His railroad experience includes signal construction work for the Chicago, Milwaukee, St. Paul & Pacific R.R. and for the Chicago & North Western R.R. In 1950 he was employed as an engineer in vacuum tube work by RCA Victor at Lancaster, Pa., leaving there in 1951 to join GRS.

In 1952 Mr. Heimbach became resident engineer in Mexico for GRS on the Valle de Mexico project of the National Railways of Mexico. In 1955 he was appointed sales engineer with headquarters in New York. In March 1957 he was appointed assistant export manager with offices in Sao Paulo, Brazil. He returned to the GRS main offices, Rochester, N.Y. in July 1959, and served as assistant export manager until his recent appointment.

Safety Tips For Winter Driving

WINTER IS HERE! Undoubtedly, many of our readers are concerned these days with the problems that accompany the season of ice and snow.

The National Safety Council has published a series of short articles covering some of the causes of winter accidents and ways in which you may avoid them. Here is a brief summary:

How to be a Better Winter Driver

According to the Council, these six tips will make you a better winter driver:

1. Winterize not only your car, but your driving technique and your attitude, as well. Normal speeds often are too fast for winter conditions. When weather's bad, slow down.

2. Have good tires—preferably snow tires—and for more severe conditions, use reinforced tire chains.

3. Keep windshields and windows clear; keep wiper blades, heater and defroster in proper operating condition.

4. Get the "feel" of the road as soon as you start out (but away from hazards or other cars). By cautiously trying your brakes or gently pressing your accelerator, you can learn how slippery the road surface is. Then adjust your speed accordingly.

5. Keep well back of the vehicle ahead to give yourself plenty of room for an emergency stop. Following too closely is doubly dangerous on winter roads.

6. Pump your brakes to stop quickly on icy roads. Jamming on the brakes will throw the car into an uncontrollable skid. The trick is to slow the car by rapid and intermittent brake applications and, at the same time, maintain rolling traction that gives steering control.

The Council cited these revealing facts on traffic accidents:

1. In one out of four fatal auto accidents, the road is wet, snowy, icy or muddy.

2. In one out of six fatal auto accidents, the weather is rainy, foggy or snowy.

3. In fatal auto accidents in which the driver's vision is obstructed, rain, snow and sleet on the car windshield crop up in two out of five instances.

"Seat belts are a *must* when you drive," the Council said, and "are especially valuable in winter. But nothing," it emphasized, "protects a driver as much as being prepared for the added hazards of winter driving."

Carbon Monoxide Hazard

Is your life and the life of loved ones being endangered by carbon monoxide from your car's exhaust system? Possibly, the Safety Council said. They cited these impressive facts on deaths from carbon monoxide—the so-called "creeping killer":

1. Each year, more than 300 persons (not counting persons killed in moving motor vehicles) are victims of this poisonous gas. This number includes motorists who warm up their cars with the garage doors closed; auto mechanics who repair cars in closed garages, and people who sit in parked cars and leave the motor on to keep the heater or air conditioner operating.

2. Somewhat less than 50 persons a year, as revealed by medical examiners' reports or autopsies, are victims of carbon monoxide while their car or truck is traveling down the highway.

Though the statistics may show relatively few lives lost in moving motor vehicles, most safety men say the total number of deaths really isn't known. "We suspect," said one state police official, "that many one-car accidents, rear-end collisions, and accidents in which the driver says he fell asleep are caused by carbon monoxide."

The Silent Killer

Carbon monoxide, the silent killer, causes more deaths than any other poison. It is colorless, tasteless, non-irritating, and almost odorless. It can kill within minutes, depending on the concentration breathed into the lungs. Running the motor of a car for *five minutes* in a garage with the *door shut* may mean *death!*

The symptoms of carbon monoxide poisoning, according to the Council, are: tightness across the forehead, followed or accompanied by throbbing in the temples; headache, drowsiness, weariness, weakness, dizziness, nausea, loss of muscular control, and increased pulse and respiration.

If you're driving at night and the darkness seems blacker than usual, and the glare of oncoming lights brighter than usual, carbon monoxide may well be the cause.

If the concentration of carbon monoxide in the air is great enough, the victim may fall unconscious without any warning signals.

Safety Precautions

How can you prevent carbon monoxide poisoning?

"Fresh air," the Council said, "is the one sure way."

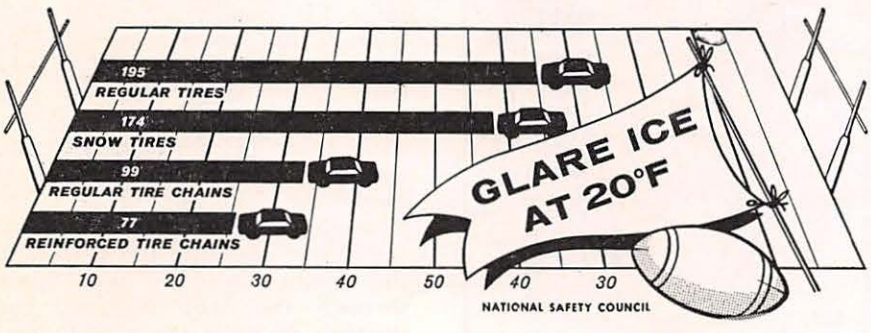
Checking your muffler or exhaust pipe will enable you to detect danger before it's too late. Here are other suggestions from the National Safety Council:

1. Before starting your car engine, *open* the *garage doors* wide.

2. *Never* drive with all the windows closed.

3. If you're sleepy on the road, the cause can be carbon monoxide. Stop at once; get out of the car and breathe fresh air. Then drive with the *windows open.*

4. Don't follow other cars too closely. Their exhaust contains carbon monoxide fumes which may enter your car.



Winter roads are no fun to tackle, if you're a motorist. Covered with ice or snow, they can throw you for a big loss. Stopping distances at 20 m.p.h. are shown by the National Safety Council on a football gridiron to help skid-iron scatbacks visualize the l-o-n-g stops on slippery roads, three to twelve times longer than on dry pavement. Caution is the best defense against winter weather, in starting as well as stopping.

By SIDNEY MARGOLIUS, for The Signalman's Journal

THE FEDERAL TRADE COMMISSION'S charge that Libbey-Owens-Ford and General Motors use trickery in their commercials comparing car windows, is another item in the mounting evidence that TV advertising has become the No. one deceiver of the buying public.

The No. one deceiver? That's what a survey by the Arthritis & Rheumatism Foundation indicates. The largest number of falsely-advertised arthritis products bought by arthritics questioned in a Foundation survey, were purchased as a result of TV ads. Twenty-five percent reported they had been led by TV into buying misrepresented products. Newspaper ads turned out to be runners-up in inducing purchases of arthritis "cures." They got a rating of 21 percent, with 15 for magazines and 10 for radio.

Tooth Paste Ads Rigged

Similarly, Dr. Harold Hillenbrand of the American Dental Association, says some TV toothpaste commercials are as "rigged" as the recently exposed quiz shows. He said much toothpaste advertising actually discourages proper care, and gives viewers a false sense of security about decay, especially the commercials for one toothpaste claiming to provide an "invisible shield." This, of course, is Colgate's Gardol, promoted with the dramatic demonstration of the announcer protected by a glass shield, and Mama sending off her family with their teeth protected by Gardol's "invisible shield."

The implication is false. Brushing once a day with Gardol won't protect your teeth. All dental experts say they need to be brushed after every meal for genuine protection.

In the Journal of the New Jersey Medical Society, Dr. Robert E. Marin recently charged that medical hucksters on television are taking the public for millions with commercials implying that a multitude of laxatives and other drugs are "approved by doctors everywhere." In one commercial, Dr. Marin says, "The model, a beautiful girl, downed a foaming drink and shortly, by well-defined implication, had her best evacuation in years . . . The product was, of course, widely 'prescribed' by doctors."

D.A. Seizes TV Films

In another case, the New York District Attorney has seized the television film commercials for "reducing pills" sold under the name of Regimen. You may have seen the commercials showing actors and models before and after losing weight as the result, the ads claimed, of using Regimen. But the National Better Business Bureau reports clinical tests find that the purported appetite depressant in Regimen, a drug called phenylpropanolamine, is not effective in helping people lose weight.

For a while NBC had Regimen users weigh in on the Dave Garroway "Today" show. The people shown on television may have lost weight. But the implication that overweight people can reduce by taking a pill before each meal, with no change in their eating habits, is a misleading one. CBS had similar commercials for Regimen.

There are many other charges of rigged or otherwise deceptive TV commercials. These range from the use of hidden sandpaper to "prove" one cleanser cleans a sink better, to the use of a vegetable derivative or ordinary salt to make one brand of beer foam longer than Brand X, and varnish to make a floor wax seem to leave a high gloss.

Another type of rigged commercial is medical dramatizations which are factual in themselves but give you a wrong implication. One is the TV demonstration showing stomach acid burning a hole in a handkerchief. The fallacy is that the stomach doesn't have that strong a concentration of acid.

Another was the animated chart of the human form picturing the muscles of the digestive tract as limp and inactive. This one promoted Saraka, a bulk laxative. But Saraka is merely one of a number of bulk laxatives and won't put tone into intestinal muscles the FTC said.

FTC Issues Many Complaints

The FTC itself has issued 18 complaints against various TV commercials in recent months and has 53 more investigations under way. One familiar commercial recently cited is that for Max Factor "Natural Wave" spray. The ad shows a model first with straight and then curly hair. The FTC says the claims that the spray changes the "structure" of the hair "from naturally straight" to a "*natural* curl" are false.

The FTC charge against Libbey-Owens-Ford and General Motors shows that you can't rely on the ads even for so-called "reputable" companies. The complaint alleges that these TV commercials use camera trickery to compare safety plate glass in side windows of GM cars with safety sheet glass in side windows of competitors' cars. According to FTC, the advertiser uses different camera lenses to exaggerate the distortion of the view through the sheet glass. To show the "view" through the GM cars, the picture actually was taken through the open window, not through the glass at all, FTC says.

This is not to say that television is the only purveyor by far, of misleading ads. Some of the most flagrantly useless medical products

are sold by mail. One expert says that some of the recent newspaper editorials criticizing TV advertising verge on hypocricy. A number of the same newspapers carry ads for medical products that are just as bad.

Arthritis sufferers have become major victims of falsely-advertised products. The Arthritis & Rheumatism Foundation reports that arthritics throw away $250 million a year on exaggerated "cures" ranging from glorified aspirin to gadgets containing low-grade uranium ore.

The "glorified aspirins" are a particular problem. These drugs typically cost $3 for 100 tablets whose chief ingredient is aspirin or similar pain relievers. You can buy ordinary aspirin for anywhere from 12 to 59 cents for 100 tablets.

Maye Russ, director of the National Better Business Bureau's food, drug and cosmetics division, calls it a "tremendous economic cheat and public deception to take ordinary pain relievers and promote them with claims implying they are new medical discoveries."

In fact, Researcher Ruth Walrad, who prepared the Arthritis Foundation report, told this department that some of the costly pain relievers contain only half as much aspirin as ordinary aspirin U.S.P.

Among the widely-promoted pain-relievers sold at six to twenty times more than the price of aspirin are Norkon (recently cited by FTC as falsely-advertised); Dolcin (simply a buffered aspirin and also cited by the FTC); Pruvo; Imdrin; R-Tabs; Ar-Pan-Ex; Super Sustamin 212 (sold by the makers of Regimen as extra potent but actually merely delayed in action because the tablets are coated); Zarumin (another coated tablet); and Arthrycin (advertised as an amazing advance but basically only aspirin).

Another widely-advertised nostrum is Tri-Wunda, a "treatment" consisting of a laxative, a vitamin formula and a concoction of acids. Tri-Wunda costs $12.50 for a two-months' supply. It's useless, arthritis experts say. Both the Food & Drug Administration and postal authorities have taken action against its sellers, with disposition still pending.

TAX BITE

Of the average family's earnings, 34 percent is now taken by taxes.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago 4, Ill., has been designated to receive and compile this information.

Atlanta, Ga. Thomas J. Lewis and Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore 2, Md. Bernard M. Savage, 3100 Mathieson Bldg.
Tel. MUlberry 5-2713

Bergenfield, N.J.
Charles J. Tyne
104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham 3, Ala.
Rives, Peterson, Pettus & Conway, 10th Floor Massey Bldg.
Tel. ALpine 1-3275

Boston 8, Mass. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street.
Tel. LIberty 2-3270

Chicago 2, Ill. Edward B. Henslee, 139 North Clark Street.
Tel. STate 2-5925

Cleveland 14, Ohio. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR. 1-4515

Denver 2, Colo. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. Dan McGlynn, 120 N. Main Street.

Ft. Worth, Texas. Marvin B. Simpson, 301 Sinclair Bldg.
Tel. EDison 6-5565

Houston 2, Texas
Jacobs, Davis and Schmidt
1602 American Investors Bldg., Tel. CApitol 4-7756

Kansas City, Mo. Clarence C. Chilcott, 726 Lathrop Bldg.
Tel. VIctor 2-7660

Los Angeles 14, Calif. Clifton Hildebrand, 408 So. Spring St., Suite 205,
Los Angeles 13, California
Tel. MAdison 9-2214

Los Angeles 14, Calif. John M. Ennis, 215 W. Seventh Street.

Minneapolis 2, Minn. Eugene Rerat, 610 Baker Bldg.
Tel. FEderal 6-8365

New York 17, N.Y. Thomas J. O'Neill, 369 Lexington Avenue.
Tel. MUrray Hill 5-6500

Oakland, Calif. Clifton Hildebrand, 1212 Broadway.
Tel. GLencourt 1-6732

Pittsburgh 19, Pa. Robert B. Ivory, 711 Frick Bldg.
Tel. GRant 1-4780

St. Louis, Mo. Hay & Flanagan, Buder Bldg.
Seventh and Market Streets
Tel. MAin 1-5051

Salt Lake City 1, Utah. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

Seattle, Wash. John J. Kennett, Suite 2703, Smith Tower,
Tel. SEneca 4700

Syracuse, N.Y. J. Murray Dunn, 707 State Tower Bldg.,
Tel. HA. 2-0303

Vicksburg, Miss. W. W. Ramsey, First National Bank Bldg.
Tel. VIcksburg 5880

Wichita 2, Kans. John C. Frank, 610 Union National Bldg.
Tel. HObart 4-0346

Railroad NEWS IN BRIEF

RAILROADS IN THE UNITED STATES paid fines totaling $49,550 from May through September for violations of the Signal Inspection, Hours of Service, Safety Appliance, Locomotive Inspection, and Accident Reports Act, according to the ICC.

A total of 34 carriers were fined under the various acts. The Chicago & Northwestern was the biggest payer, being fined $8,500; the Milwaukee followed, paying $7,750.

THE GREAT NORTHERN RAILWAY COMPANY has announced that four-year college scholarships for graduating sons of G.N. employes again will be offered by the railway in 1960. The announcement was made by John M. Budd, president of the company.

Great Northern's educational award program, begun in 1959, resulted in scholarships for 12 graduating high school students since that date. A minimum of three four-year scholarships will be awarded next spring to winners of the annual competition. Deadline for applications is February 12, 1960.

Award winners will be selected by a committee of two general chairmen of G.N. labor organizations, two business men, and two college or university faculty members.

In addition to the scholarships, G.N. offers summertime employment to its scholarship students. To be eligible to compete for the scholarship a student must finish in the top third of his class and his parent must have at least 10 years' service as a G.N. employe.

A NEW LOW-COST SLEEPING car service, saving travelers 33 to 38 percent, will be placed in service between San Antonio and St. Louis-Washington, D.C.-Baltimore, Md. by the Missouri Pacific Railroad in conjunction with the B & O east of St. Louis. The service will be provided by stainless steel coaches known as slumbercoaches. The slumbercoach accommodations are different from conventional roomette accommodations in that they are more compact and will accommodate 40 passengers instead of 18.

PLANS TO ASK FOR FURTHER commuter fare boosts recently were disclosed by the New Haven. Proposed increases would average as much as 40 to 50 percent, according to a carrier spokesman.

THE MISSOURI PACIFIC RAILROAD has ordered 1080 boxcars of 50-ton capacity at a cost of nearly $9,400,000. The MP will purchase 340 cars from American Car and Foundry Co. and 740 from Pullman Standard Co. Deliveries are expected to be complete by about mid-January, 1960.

THE NUMBER OF CARS LOADED with revenue freight in the fourth quarter of 1959 will show an increase of 5.4 percent over the same period in 1958, according to recent estimates by the 13 Regional Shippers Advisory Boards, in reports to the Association of American Railroads.

THE DENVER UNION TERMINAL directors recently authorized a new interlocking plant and track and signal facilities at Denver Union Station at an estimated cost of from $800,000 to $1,000,000.

THE UNION PACIFIC RAILROAD is offering "A luxury appeal to the budget traveler" by placing in service the first of its new lunch counter-cafe cars, the carrier recently announced. Two of the cars are operating on the Domeliner City of Los Angeles. Others will be added to additional trains as they are delivered.

"Public acceptance of the new units has been excellent," the road's dining car department said. Reduced prices appeal to those traveling on a budget. A selection of three meals is offered on the luncheon menu for $1.60 and on the dinner menu for $2.25.

"GOOD HEAVENS! YOU'RE RIGHT! I'M ON THE WRONG TRAIN!"

THE MILWAUKEE ROAD will modify 17 crossings in Chicago from semi-automatic protection to automatic operation. The project will cost approximately $100,000 and will include both flashing-light signals and gates.

A NEW AGREEMENT BETWEEN Railway Express Agency and the owning railroads for continued pooling and division of express traffic, service and earnings was approved recently by the ICC. The new 14-year pact provides for a reorganization of Railway Express operations aimed at "improving service and placing the express business on a profitable basis."

DELIVERIES OF NEW FREIGHT CARS to the nation's railroads totaled 2,481 in September, compared with 4,890 in August 1959 and 2,131 in September 1958, according to the Association of American Railroads and the American Car Institute.

September 1959 orders amounted to 945 compared with 1,753 for August. September 1958 orders totaled 1,582.

CLASS I RAILROADS IN THE first nine months of 1959 installed in service 708 new locomotive units. All were diesel-electric except four gas turbine-electric, the Association of American Railroads recently announced. During the same 1958 period they installed 338 units, of which 335 were diesel-electric and three were gas turbine-electric.

THE NEW YORK, SUSQUEHANNA & WESTERN has asked the ICC to authorize a Federal guarantee on a private loan of $500,000 to finance its maintenance program for the balance of the year and to "replenish working capital." A railroad "relief" provision of the Transportation Act of 1958 permits such guarantees.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Local 142 Honors Retiring Members With Dinner Party

The last two charter members of Local 142—retiring members B. H. Shiels and E. J. Sulkowske—were honored at an enjoyable social affair held in the American Legion Hall in Terre Haute, Indiana, on Saturday evening, October 24. A large number of the members were present.

Following a delicious chicken dinner, Local Chairman O. L. Harbour took over the duties of Master of Ceremonies and introduced special guests B of RS President Jesse Clark and Mrs. Clark; T & S Assistant Supervisor Wm. H. Morris Jr. and Mrs. Morris; and Local 69's local chairman, Bernie Hoffmann, and Mrs. Hoffmann.

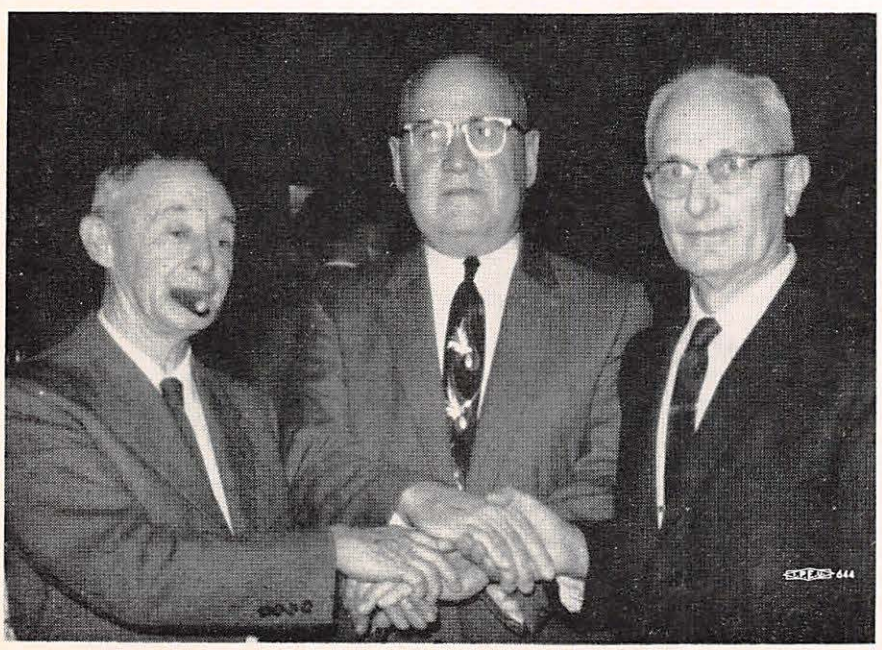
Brothers Shiels and Sulkowske were the last of Local 142's charter members. Between them they had to their credit 88 years of service with the Pennsylvania Railroad. In their interesting reminiscences after dinner, they told of the trials and tribulations the members were enduring at the time they received the Charter on July 1, 1919. They spoke of how they had to keep a dark secret the fact they were affiliated with the union, in order to hold their jobs; how they held secret meetings in any available place, sometimes without a quorum of members present. They recalled the bad working conditions and unbelievably low wages, and expressed the sincere hope that the Brotherhood may progress as much in the next 40 years as it has in the last 40.

President Clark presented each of them with an electric razor and a billfold with their pensioners honorary membership card inside. In his remarks Brother Clark expressed the sentiment of the entire membership when he said: "Although these cards are small in size, they convey a large meaning—the sincere thanks from all of us for a job well done."

Everyone present extended best wishes for health and happiness during retirement years to the veteran signalmen joining the ranks of the "leisure class." Brother Harbour expressed his thanks to Brother J. B. Ferres, chairman, and the members of his committee for making the party a success.

Following the program, members and guests enjoyed dancing to the music furnished by an excellent dance orchestra.

O. L. HARBOUR



Here President Jesse Clark, center, congratulates two long-time members of our Brotherhood who recently retired. They are Brothers B. H. Sheils, left, and E. J. Sulkowske, right.

Carole Dubois

Signalman's Daughter Honored by Election as Club Queen

Carole Dubois, daughter of Emmett Dubois, local chairman of Local 144, 1418 Valois street, Montreal, placed first in the annual contest which selects the queen of the East End Boys and Girls Club of Montreal.

Carole, a brown-eyed brunette of 16, edged out 11 other contestants in winning first place. She was a runner-up in the contest last year, placing third. The contestants were judged on appearance, dramatic ability, personality and accomplishments.

Carole is a senior student at Holy Name High School. She has been a member of the club for two years and lists as her favorite pastimes, dancing, swimming, playing the accordion, and singing duets with her identical twin sister, Marlene. As the new Miss East End Boys and Girls Club queen, Carole will preside over all social functions of the club for the year.

The *Journal* wishes Carole much success during her reign, and extends hearty congratulations to Brother Emmett Dubois. —ED

This is the Executive Committee of the Canadian General Grievance Committee which met last month in Montreal. From left to right they are: J. Ward; R. Mitchell; L. Robertson; Grand Lodge Representative H. A. Stockdale; General Chairman A. N. Cotton; Vice President E. J. Burman; T. Emery; J. Tweedley; and General Secy.-Treas. C. R. Scott. The committee discussed the many problems facing our Brotherhood at this time.

Canadian Executive Committee Meet

Members of the executive committee of the Canadian General Grievance Committee met in annual session December 3-5 in Montreal. The meeting, chaired by General Chairman A. N. Cotton, was held in his office at 3895 Maplewood Avenue.

Committee members in attendance included General Chairman H. A. Stockdale; General Secretary-Treasurer C. R. Scott; Assistant General Chairmen J. Ward, T. Emery, R. Mitchell, L. J. Robertson, and J. Tweedley. Also present were two members from Grand Lodge—Vice President E. J. Burman, and Paul Drummond, editor and manager of *The Signalman's Journal*, who was in Montreal to get a story for the *Journal*.

Brother Cotton, in his opening remarks, welcomed Brothers Burman and Drummond, and expressed his pleasure at seeing all members of the executive committee present.

Chairman Cotton then asked Brother Stockdale to open the discussions with a report on the present wage negotiations. Brother Stockdale reported that there had been no actual negotiations to date because the railways had taken exception to the request that extra gang employes covered by wage agreement No. 13 be granted seven holidays with pay. These 4,500 employes, covered by the agreement, are the only hourly-rated non-ops not receiving pay for statutory holidays not worked. (A meeting with the railways was held in the afternoon, after which Brother Stockdale reported that the Minister of Labour wished to consider the matter further before giving his reply; meeting with the railways was adjourned until Dec. 15.)

Chairman Cotton advised that the CNR is making a work-study of all employes. In discussion, it was felt that the main object of such a work study must be to see if the same work could be done by fewer employes. The consensus was that if the employes observed all the work and motorcar rules, *more* employes would be required—not *fewer*. All CN members were to be advised that the work study was under way.

At the afternoon session Brother Tweedley spoke on sick pay, pointing out that at present employes have no compensation for the first seven days of sick leave. Brother Stockdale stated that he would again bring the matter before the Railway Health and Welfare Committee in an effort to have the rules changed so that an employe can, if he wishes, use one week of his vacation to cover the first week of an illness.

Brother Cotton then asked Vice President Burman to address the committee. Brother Burman brought greetings from Grand Lodge and said he was very proud of the progress our Brotherhood is making in Canada. He explained the necessity for the current referendum on increased per capita tax to Grand Lodge, pointing out that with each cost of living increase the cost of operating Grand Lodge also went up. Without more money, Brother Burman stated, it would be necessary to curtail important services to all members of the Brotherhood, which are paid for from Grand Lodge funds. He further stated that the present wage negotiations in Canada might be quite costly for Grand Lodge, but it was a battle that had to be won. Brother Burman's talk was greatly appreciated by all.

The chair then asked Editor Drummond to make some comments. He took this opportunity to stress how much he would like to have more material from Canada for the *Journal*. He reported that he had recently sent a letter to all Locals in Canada, urging them to send in lodge news, and he hoped to get some good items as a result of his letter. Other sources of interesting material were discussed, and it was agreed that we should do our best to grant Brother Drummond's request for news of Canadian activities for the *Journal*.

At the December 4 session, Chairman Cotton presiding, Brother Ward brought up the power and scope of the Signal Inspection Act, in force on the Toronto terminals, to cover inspection of signal and interlocking equipment. He told of difficulties the employes encountered because of this. Following a discussion of the unsafe working conditions, it was decided Brother Stockdale should write to the Board of Transport Commissioners to bring this to their attention and request action. A similar condition exists on the Ontario Northland Railway.

Brotherhood policy in protecting seniority rights in promotion to positions requiring special qualifications was next submitted by Brother Ward. The pressing problem here is: What can be done to ensure that the senior applicant will be given a chance to learn the work of a position on which he has not worked, if it is known well in advance that there will be a vacancy in such position. The discussion brought out certain precedents that might be followed in seeking a solution.

The vitally important matter of the Assistant Training Program on the CNR was discussed by Brothers Cotton and Stockdale. They reported that a number of men had failed twice on the examination for the fifth lesson and a blanket appeal had been made on their behalf. At a meeting with the railway officials it was agreed that these men would be given an additional test, this test to be on the man's own territory, as much as possible with the actual apparatus, circuits, etc., with which he should be more familiar. If a man passes this test it will be considered that the fifth lesson was passed successfully. If he fails, he could, in accordance with the training rules, be reduced to helper or his services dispensed with at the option of the company. If this occurs, every effort will be made to relocate him in other work on the railway without loss of service. After a thorough review of the training program the committee recommended an effort be made to obtain more on-the-job training for employes covered by the training program as outlined in the Agreement.

Pension Rules were discussed and pass restrictions for railway labor representatives, Brother Stockdale reporting that

as yet no official change has been made regarding passes.

It was decided that the 1960 Canadian General Grievance Committee meeting would be held in November 1960 at Hamilton, Ontario. The actual dates will be set by the general chairmen after necessary accommodations and arrangements are made.

The December 5 meeting, with all members present and Brother Cotton in the chair, opened with a discussion led by Brother Emery regarding the problem of a member who wishes to give up the job he holds and take another in the same or a lower class. It was agreed that this could be done only by bidding another job or by mutual exchange and consent of the Local and the railway.

It was agreed that, where necessary, the General Committee purchase portable typewriters for the assistant general chairmen.

Brother Tweedley again brought up the Assistant Training Program, pointing out that Management had a six-month probationary period in which to weed out new men who might prove unfit for signal work, but that in many instances the carrier failed to follow this rule, kept the men on for years, and *then* asked our Brotherhood to go along with dismissing them. General Chairmen were asked to look into this and check with the railroads.

Brother Stockdale spoke on the prospect of bringing the 1964 B. of R. S. Convention to Montreal. He said he would write again to all Local Chairmen regarding this matter.

After thanking the committee members for their cooperation and frank discussions, Chairman Cotton declared the meeting adjourned at 12:45 p.m.

C. R. Scott
General Secretary-Treasurer

DO YOU PLAN TO RETIRE?

If you desire to continue your Group Hospital, Surgical and Medical Insurance after you retire, it is your obligation to apply for the Retired Employes Coverage provided in Travelers Group Policy GA 23111. You should make your application to the nearest Travelers office within TWO calendar months following the month in which retirement occurs.

Failure to place your application within the two-month period renders you ineligible for this insurance coverage.

System General Committee Meeting of C&NW Ry., CGW Ry. and GB&W Held

The System General Committee meeting of the Chicago & North Western Railway, Chicago Great Western Railway and the Green Bay & Western Lines was held in the Hamilton Hotel, Chicago, on Dec. 5-6, 1959.

This annual meeting was called to order at 10 a.m. December 5 by System General Chairman R. B. LeBaron. Present were System General Secretary-Treasurer Wm. H. Hines, (Local 9); Vice System General Chairman D. L. Foote, (Local 130); and Local Chairmen R. C. Lofy (39); E. E. Asklund (43); P. D. Greco (98); F. F. Muth (108); A. E. Engebretson (168), and Brother C. J. Chamberlain, Grand Lodge Representative, who attended all sessions.

Brother E. E. Asklund, Chairman Board of Trustees, reported the books of the System General Secretary-Treasurer in good condition, with a proper accounting of all funds.

System General Secretary - Treasurer Hines gave a detailed report of the finances and the need for increasing the per capita tax to the system general committee, due to increased cost of operation. Following a lengthy discussion it was voted that the per capita tax to the system general committee be increased from $6 to $7 per quarter, effective April 1, 1960. This per capita tax increase must be approved by a majority of the Locals to become effective.

System General Chairman LeBaron reported on or invited discussion on a number of important matters, including the question of camp car assigned to Crew No. 1; the revision of several Rules; the claims of various employes being progressed to the National Railroad Adjustment Board, and the Agreement "to cover our employes on the Green Bay and Western Lines" which has been negotiated, effective as of Jan. 1, 1960.

Considerable time during the December 6 session was devoted to amending the System General Committee By-Laws and filling out new forms to comply with the Labor-Management Reporting and Disclosure Act of 1959. It was voted that the System General Committee By-Laws be adopted in their entirety as amended.

The meeting adjourned promptly at 11:30 a.m.

Wm. M. Hines
Secretary-Treasurer

Local 84 Honors Veteran Member

This snapshot was taken in Palatka, Fla., Friday night, Dec. 11, 1959, following a sumptuous dinner honoring retiring signal maintainer J. H. Newsome, longtime member of Atlantic Coast Line Local 84. Members present include, left to right, standing—Supervisor of Signals J. B. Wainwright; honor guest J. H. Newsome; General Chairman R. D. Cannon, shown presenting Brother Newsome a fine handbag to use in his future travels; seated—signal maintainers R. C. Crews, J. M. Long; assistant signal maintainers E. B. Hodges, H. L. Swaggerty; signal inspector J. B. Maultsby; signal maintainers T. V. Metts, R. D. Williams; and assistant signal maintainer G. A. Reynolds.

N.Y.C.—L.W.

INDIANAPOLIS, IND. (15). There was an improved attendance at our December meeting and business matters were disposed of promptly.

Those who have been indifferent about attending meetings during the past year should resolve to give union meetings top priority in 1960. This will be a year when we will need everyone's help to build and preserve our organization.

As you know, management, through newspapers and farm magazines, is conducting a very expensive campaign to acquaint the public with some distorted facts about "featherbedding." Although this is directed at only about 12 percent of all railroad workers, we, as union members, suffer from this unjust publicity. Few of these periodicals are brave enough to print editorials in retaliation for fear of having their advertising space canceled.

It is with regret that I report the death of retired Brother J. A. Lugar who passed away December 3 at Pana, Illinois. Brother Lugar was 77 and had retired 12 years ago after many years of signal service. Members of Local 15 extend profound sympathy to his family.

Our dues beginning with this first quarter will be increased to $13.50. Our next meeting will be held February 13. Please attend!

F. D. Pollard

Here General Chairman Ralph Watkins, left, and Foreman M. P. White inspect the sleeping car at Armourdale. They are standing in the sitting-recreation room. This is equipped with comfortable chairs, tables, and a television set. At lower right corner of picture is one of two oil-burning Caban stoves used to heat the bunk car.

This is part of signal gang No. two who are installing automatic switching equipment at Rock Island's Armourdale Freight Classification yard in Kansas City, Kansas. From left to right they are: seated—Brothers J. L. Snapp Jr.; A. K. Warner; Ned Pence. Standing—C. D. Bogle; M. P. White; D. L. Bogle; and O. R. Ireland.

General Chairman Ralph Watkins Appointed to Legislative Committee

State Representative Ralph Watkins of El Reno, Okla. has been appointed to the Legislative Procedures Committee for the interim period between legislative sessions. His appointment was confirmed recently during a meeting of the executive committee of the procedures committee under the chairmanship of Oklahoma's Representative O. E. Richeson. Watkins is also a member of the business and industry committee and the labor committee of the House of Representatives.

Brother Watkins is our Brotherhood's state legislative representative for Oklahoma and General Chairman on the Rock Island.

In a recent letter to the **Journal**, Brother Watkins outlined some of the work being done by this important committee. He referred especially to a meeting on November 24 at which it was decided to have a legal secretary on the floor of the House of Representatives at all times—one who could properly prepare amendments. Previously, it had sometimes happened that amendments were so poorly drawn and without regard for the legal aspects that, instead of amending a bill, they killed it. Brother Watkins considered that a very dangerous practice and believes the new procedure will be a great improvement.

Other things discussed at this meeting were (1) the pre-session filing of bills during the period between general election and the up-coming session; (2) the time limit placed on introducing bills; (Brother Watkins does not think there should be any time limit and that all bills should have a chance for consideration as long as the legislature is in session); (3) the matter of restrictions on lobbies, of special interest to labor and on which restrictions might hurt the labor movement.

Brother Watkins is to be heartily commended for his service in this capacity, and his work again points up the importance of having alert and able men representing the Brotherhood as state legislative representatives.

At the close of the twenty-seventh session of the Legislature, Len Yarborough, legislative representative for the Oklahoma State AFL-CIO, stated in a letter to Ralph Watkins: "I find you with a 100 percent record in his (the laboring man's) behalf . . . and on behalf of the Oklahoma State AFL-CIO, I am taking this means of saying thank you for a job well done." —ED

Rock Island Signal Gang Has Modern Sleeping Car

THE ROCK ISLAND RAILROAD'S SIGNAL gang number two is proud of its modern sleeping car—and well it might be. The car is a steel Pullman car converted to accommodate seven men. At one end are showers and washing facilities. The center of the car is used as a combination sitting and recreation room and is equipped with desks, chairs, tables, and a television set (furnished by the men).

The other end of the car is partitioned off and is utilized as sleeping space. Both the sleeping quarters and recreation room are spacious and maintained in a sanitary condition at all times.

The one thing the men are most pleased with is the comfort provided by two caban oil-burning stoves. As one signalman put it—"this is a far cry from the cold, unsanitary bunk cars furnished signal construction gangs in years past."

Both hot and cold running water are available in the car. The hot water is heated by a gas-burning water heater which furnishes an adequate supply of hot water.

The car is located "on the job" adjacent to the tower and relay rooms where the gang is installing automatic switching equipment at Rock Island's big Armourdale freight classification yard in Kansas City, Kansas.

The job at Armourdale is scheduled for completion early in 1960 and when finished will enable the Rock Island to move freight through the busy Kansas City area more economically and expeditiously.

General Chairman Ralph Watkins is especially pleased with the accommodations furnished the men at Armourdale and hopes to use them as a model for all construction gangs on the Rock Island. Brother Watkins would very much like to have cooking facilities added. This would be especially helpful at remote locations where public eating places are not readily available, he said.

RESCUE MEASURES

If you should break through the ice, here is what to do:

*** Extend both arms on the surface of the ice at the edge of the hole while calling for help.**

*** Kick your feet with a crawl kick (straight up and down). This will level your body and ward off the chilling effect of the water.**

*** Drag your body forward toward firm ice—breaking ice if necessary—until it will support your weight.**

*** Swerve sideways quickly, and with arms above the head, roll quickly away from the edge of the hole.**

*** Keep flat on your stomach on the ice, pulling yourself forward with your hands.**

*** When firm ice is reached, run vigorously to warm the body.**

P.R.R.—P.R.S.L.

MAGNOLIA, N.J. (58). Our regular meeting was held Dec. 9, 1959, in Camden, N.J.

Brother G. L. Danley, who was elected to replace resigned Local Chairman J. C. Hargrave, presided. He reported on cases now pending and to be posted; also on the Bordentown case (Pennsylvania Railroad) which has not yet been settled.

Following a short business meeting we

had our Christmas party, with the best turnout of Local members we have ever had. There were 14 door prizes, which added to the fun and interest. Among the winners of these prizes were Harry Stone, M. Walsh, J. Nack, Inman, Postoll, Jordan, Allen, Henry, Coho, Farley, and others. We feel sorry for you if you missed this affair.

We have no reports of anyone sick at this time—we're glad everyone could stay well to enjoy Christmas.

The Grievance Committee is composed of: G. L. Danley, chairman; T. N. Allen and J. L. Nack. (P.R.R. Atlantic District.)

Remember—this is the first quarter and *dues are due!* See you at the next meeting: February 10, 1960. J. L. NACK

SP.—W.P.

SACRAMENTO, CALIF. (179). With 11 members present, a lively and interesting meeting was held Dec. 11, 1959 in Dante Club Hall.

Nothing does more to keep a local really alive than full cooperation of all members with its officers. Everyone present was immediately aware that Chairman Arno Schmitt, L. R. Carmichael, and General Chairman C. G. Hodges were "on the job," at this meeting, and many business matters were handled.

Six propositions for membership were acted upon favorably. The new members are: Ray Christensen, Ronald Nielsen, M. Bisagno, Grant Morgan, Jim Midget, all on the Salt Lake Division, S.P., and J. E. Alexander on the Western Pacific.

Brothers reported sick included Guy Wall, T. O. Cox, Jorgensen and Arens on the S.P., and Brother Fields on the Western Pacific. Among the retired members—Brother John Longford, Salt Lake Division; E. E. Brining and J. D. McAfee, Shasta Division, all on the S.P. We extend each one best wishes for a speedy recovery. 9246-J

I. C.

CARBONDALE, ILL. (51). A special meeting of Local 51, for the purpose of considering the requested per capita tax increase to Grand Lodge, was held Dec. 19, 1959 in the Odd Fellows Hall, Carbondale.

Vice President Chandler was present and gave us an informative talk on the reasons why this increase is necessary. After we really understood the situation, members voted to rescind their "no" vote on the per capita tax increase and voted to raise our dues to $15 per quarter, effective January 1.

A letter was read asking us to contribute one hour's pay per month to the steel strike. Some members contributed at the meeting.

Vice President Chandler and General Chairman Harley gave us the answers to many questions, and members not present missed a very helpful and informative meeting.

First Vice Chief Nicholson, who chaired the meeting in the absence of Chief Signalman R. S. Dyer, did an excellent job.

Your officers urge all members of Local 51 to attend meetings regularly. Help support your Local and take part in the discussions and the voting. It is *your* Local! Why not come and help run it as you want it to be run. R. L. LIPE

Four members of Local 56 retired recently after completing many years of service with the Long Island Railroad's signal department. John Gilmour, assistant signal engineer, center, is shown presenting them with a wallet containing a purse of money and their honorary pensioner's cards. From left to right, they are: John Bradstetter, 35 years' service; H. C. Clark, 47 years; Gilmour; John Platt, 52 years; and C. E. Shaw, 43 years' service.

Local 56 Honors Four Veteran Signalmen

Officers and members of Local 56 gave special recognition to four retiring veterans at a party held late in November. These members had rendered a total of 177 years' service to the Long Island Railroad. In point of service they were: John Platt, with 52 years; H. C. Clark, 47 years; C. E. Shaw, 43 years; and John Brandstetter, 35 years.

These Brothers have seen the Long Island grow from a small beginning to become the largest commuter railroad in the world, handling approximately 800 scheduled trains hauling 300,000 riders each working day. On a railroad like this, signaling is so vital to safety and efficiency that every member of the signal department must be "on his toes" every minute. A signal failure or an inoperative switch can cause the detention of many trains.

John Gilmour, a former member of Local 56, who has worked his way up through the ranks from the position of helper to his present post of assistant signal engineer, proved to be an able master of ceremonies on this occasion. He presented the retiring members with wallets containing money and an honorary card.

Local 56 congratulates these retiring members on their excellent records in signaling, and joins their many friends in best wishes for happy retirement years.

FRANK J. MASHEK JR.

P.R.R.

LOGANSPORT, IND. (146). Duclos Lodge 146 held its regular meeting December 9, with chief M. A. Boyer presiding. We were pleased with the large attendance—19 paid members, three furloughed members and four members who have been temporarily transferred. This is a wonderful way to wind up the old year, fellas! now let's have a turnout this good or even better at our next regular meeting in January, and keep it up all next year.

We were honored to have with us Grand Lodge Representative M. B. Frye. Brother Frye gave an interesting talk regarding the necessity for an increase in per capita tax to Grand Lodge and also answered many questions asked him by the members. Because of this necessary increase in per capita tax our dues have been increased. JOHN H. KOPPE

Wabash

DECATUR, ILL. (55). We had a very interesting meeting at Moberly, Mo. on December 6, with ten members present. The best way to find out what goes on at lodge meetings is to attend them. Let each of us make a resolution to become more conscious of our obligation to our union and our fellowmen during the new year.

With the gangs: John Bartley is at Landers, Ill.; P. E. Dawson is at Dawson, Ill., and Paul Lennon is at Illiopolis, Ill.

With the test men: F. G. Bartley and H. E. Martin are at Landers; R. E. Pettus is at Illiopolis, Ill.; Joe Sharp is at Toledo, Ohio, and Carl Jacobsen is on vacation.

With the three-man gangs: E. R. Albert is on the Moberly territory; C. D. Law is at Jacksonville, Ill.; C. V. Aiken is on the east end out of Decatur; Leo Bostick is on the Montpelier, Ohio territory; and the job formerly held by Paul Lennon is up for bid.

Personnel changes: Paul Lennon has bid in the gang foreman job formerly held by Joe Sharp; C. B. Barnett has bid in the signalman job in the signal shop at Decatur, Ill.

Recent signal changes: A power switch, three searchlight signals and a crossover from the Wabash to the I.T.S. has been added at Starnes, Ill. Also, the MBRC stations at Dawson, Ill. have been moved to Lanesville, Ill. The former passing tracks at Dawson will be protected with electric locked switches at each end. There is one electric locked switch at Buffalo, Ill. and two between Illiopolis and Harristown. All this was installed to handle the movements of the I.T.S. which began running over the Wabash from Starnes to Decatur on Dec. 1, 1959.

The CTC machine at Ashburn, Ill. has been moved to the Landers Yard office and all signals on the Wabash and Grand Trunk will be handled from the machine at Landers. This makes a CTC system from Landers to Brisbane, Ill.

With the sick: H. I. Riggins, Joe Driskill, and H. L. Bailey are still on the sick list, but we hope each has a speedy recovery and return to work.

We are saddened to report the death of one of our retired Brothers—Orlando Vroman. Details appear in the obituary column. J.F.P.

B. & O.

CINCINNATI, OHIO (94). A special meeting was held Nov. 14, 1959 at Deshler, Ohio, for the purpose of considering the request of Grand Lodge for an increase in per capita tax, and the matter of an increase to the General Committee for additional money to cover operating expenses. Since, under the new labor law, this meeting was held for a specific purpose, no other items were admissible for discussion or debate.

There were 41 members in attendance. Although most that was heard were grunts and groans, several did enter into discussion of the tax increase and the final vote showed a majority in favor of it. Thus, effective Jan. 1, 1960 dues are increased $2.00 per quarter—$1.50 to Grand Lodge and $.50 to the General Committee. This will make the new rates as follows:

Helper and assistant—$14.00; leading signalman and signal maintainer—$15.00; signal foreman and inspector—$16.00.

Our next regular meeting will be held in the Gibson Hotel, Cincinnati, at 9:30 a.m. E.S.T. Jan. 16, 1960. It was evident at this meeting that there will be a number of important subjects under discussion at that meeting, which makes it very important that every member be there, if at all possible.

Reported on the sick list are Brothers H. G. Sillivan and Orland Jean, both of St. Louis, East Division. A speedy recovery is requested for them. If there are others I've failed to mention—sorry I didn't get the word.

One of Local 94's founding members retired Oct. 30, 1959—Brother George E. Kohlmeier, signal maintainer at Mitchell, Ind., St. Louis East Division. Brother Kohlmeier's name is the third listed on Local 94's charter, signed Sept. 6, 1918. A dinner in his honor was held at Mitchell on Nov. 21, 1959, with 46 railroad friends and fellow signalmen and families in attendance. George was presented a 20 gauge pump shotgun with which he hopes to spend many enjoyable hours hunting. Best wishes, George, for many pleasant retirement years. H. W. Rupp

NOTICE

The regular meetings of Rochester Local 93 will be held at the Manger Hotel, 25 Clinton Avenue, South Rochester, N.Y. on the following dates during 1960: February 26; May 27; September 30; and November 30.

Obituary

Orlando Vroman, retired member of Local 55, Wabash Railroad, passed away in the Wabash hospital, Decatur, on December 11 and was interred in the cemetery at Moberly, Mo. on December 14.

Brother Vroman was born near Moberly, Mo. For several years he lived and worked around St. Louis, and came to the Wabash signal department about 30 years ago.

Brother Vroman was not a man of high finance, but he had many fine qualities which earned him the respect and admiration of all who knew him. He was for many years a blacksmith in our signal department and was a master of his trade.

He is survived by one son, two daughters, eight grandchildren and a host of friends.

Officers and members of Local 55 extend sincere sympathy to the survivors. J.F.P.

Theodore Swanson, retired member of Local 154, Great Northern Railroad, passed away in his home at 534 Sixth Avenue, South, Glasgow, Mont., on Nov. 19, 1959.

Born in Annandale, Minn. in March 1898, Brother Swanson came to Montana in 1919; worked several years in Glacier National Park, then entered signal work. He was crew foreman for a number of years, and held maintainer's positions at Gildford, Shelby and Havre before going to Glasgow in 1945. He was maintainer there until two years ago when he was forced to retire, due to ill health.

Brother Swanson was a longtime loyal member of Local 154.

He is survived by his widow, Louise; his mother and one brother, both of Minneapolis. To them, officers and members extend sincere sympathy. H. M. Gee

Clarence P. Stinson passed away in Los Angeles, Calif. on Oct. 3, 1959.

Born in Ellensburg, Wash. on April 8, 1897, Clarence worked for the Chicago & North Western Railway, the Missouri Pacific, the Santa Fe, the Pacific Electric Railway, and the General Railway Signal Company.

He is survived by his widow, Gladys, one brother, one sister, and a host of friends.

Robert Lee Heilig, Local 110, Southern Railway Company, passed away Nov. 13, 1959, after a long illness.

Brother Heilig entered service on the Southern as a signal helper April 14, 1924 and was advanced to the position of maintainer on July 12, 1927. Prior to his last illness he had been maintaining at Orange, Va. for many years.

"Little Ike," as he was affectionately known to his many friends, served Local 110 as financial secretary for many years, and also as local chairman on the Washington Division. He rendered faithful and efficient service to his employer, and his loyalty, wisdom and cheerfulness at Brotherhood meetings were always appreciated and will be long remembered.

To his widow and other survivors, officers and members of Walters Local 110 extend heart-felt sympathy.

C. E. Yelton

Nils V. Thomas, retired member of Local 142, Pennsylvania Railroad, passed away Thursday, November 19 at the Clay County hospital in Brazil, Indiana, following a heart attack. He was 62.

Brother Thomas was very active in Brotherhood work in several capacities: he served as local chairman and as vice general chairman, western region, of the Pennsylvania Railroad System Committee until his retirement in 1955.

He is survived by his widow, one son, two daughters, and several grandchildren. To all of these Local 142 extends deepest sympathy. O. L. Harbour

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